

INTERNATIONAL DEALER NEWS

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MotoGP rights holder Dorna Sports acquired by Formula 1 owner Liberty Media

The MotoGP Championship is now under American ownership, with Formula 1 owner S.L. Liberty Media acquiring Madrid based Dorna Sports, S.L., the exclusive commercial rights holder to the MotoGP World Championship, from British private investment company Bridgepoint and Canada Pension Plan Investment Board ("CPP Investments").

MotoGP will now become part of Liberty Media's Formula One Group. Carmelo Ezpeleta is to remain as CEO. He has led the organisation since 1994 and the business will remain headquartered in Madrid. Liberty Media will acquire 86% of MotoGP with MotoGP management retaining approximately 14% of its equity in the business.

The transaction reflects an enterprise value for MotoGP of €4.2bn and an equity value of €3.5bn, with the existing debt balance at MotoGP expected to remain in place after close. The equity consideration to sellers is expected to be comprised of approximately 65% cash, 21% in

shares of Series C Liberty Formula One common stock (Nasdaq: FWONK) and 14% of retained MotoGP management equity.

The cash consideration will be funded with a mix of cash and debt, subject to market conditions. The FWONK share consideration will be priced on a 20-day volume weighted average price



prior to transaction close. Liberty Media retains an option at its sole discretion to deliver additional cash in lieu of FWONK common stock.

Carmelo Ezpeleta is quoted as saying: "This is the perfect next step in the evolution of MotoGP, and we are excited for what this milestone brings to Dorna, the MotoGP paddock and racing fans.

"We are proud of the global sport we've grown, and this transaction is a testament to the value of the sport today and its growth potential. Liberty has an incredible track record in developing sports assets and we could not wish for a better partner to expand MotoGP's fanbase around the world." The acquisition is expected to be completed by year-end 2024 and is subject to the receipt of clearances and approvals by competition and foreign investment law authorities in various jurisdictions. In a conference call with analysts, Liberty Media President and CEO Greg Maffei suggested that he expected no issues with clearance for the deal, but history would suggest otherwise.

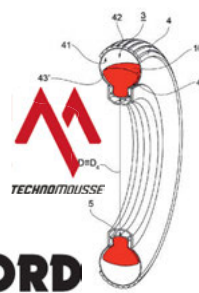
CVC Capital Partners, who sold Formula One to Liberty in 2017, had to sell Dorna in 2006 as a condition imposed by the European Commission in its then purchase of F1.

For that reason alone, some observers think it likely that the deal may well face regulatory headwinds, especially

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COMMENT - Adios, au revoir, auf Wiedersehen, good-bye sporting jeopardy?..... 4

Robin Bradley says that the international motorcycle industry has yet another thing to worry about. The notion that the proposed acquisition of MotoGP and WorldSBK rights holder Dorna Sports (Madrid) by Formula One owner Liberty Media (Englewood, Colorado) will 'sail through' regulatory security and can only be good for the sport is pure fantasy.



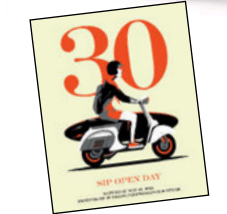
MV AGUSTA: The storied Italian brand is about to have another story written for it! .. 64

With 270 GP wins, 37 World Constructors and 38 Riders' World Championships in its locker (Agostini, Hailwood, Read, Surtees et al), the Italian "Boutique Brand" had a year under American ownership (Harley-Davidson, 2008/9) and three years in a 25% partnership with Mercedes, has now seen its 6-year period under Russian rule replaced by a 50.1% controlling interest by Austria's PIERER Mobility (KTM, Husqvarna, GasGas etc.)



BRABUS: Talking about KTM 16

The German high-performance automotive aftermarket tuning company that made a splash in the motorcycle market with special edition KTMs in 2022/3 is back for more - this time there will be three more limited edition runs (1400 R Rocket, E Signature, R Tailor Made) based on KTM's popular new 1390 cc Super Duke R. Expect pricing to be eye-watering again - about the same as an entire 10-pack of Royal Enfield 650s would cost!



SIP SCOOTERSHOP: 30th anniversary Open Day 12

Ralf Jodl first started the business that became his Landsberg, Bavaria based SIP Scootershop enterprise from a garage. A familiar story in the motorcycle industry - one in which a deep-seated passion resulted in enthusiasts becoming entrepreneurs and the garage business eventually turning into a 6,000 sq m architect-designed emporium of custom-built scooter excellence. Saturday 18 May, 2024 will see him and business partner Alexander Barth celebrating with their "Festival of 30 Years Performance and Style".

BRADLEY REPORT



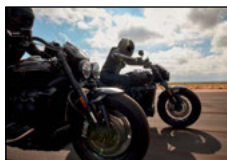
Husqvarna 21

It is nearly a decade since Stefan Pierer bought the storied Swedish brand from BMW - as a better option to the Husaberg marque he had acquired as a defensive measure against the Bavarian manufacturer's apparent off-road ambitions. He retired Husaberg in 2014 and showed the first modern Svartpilen and Vitpilen concepts almost straight away. Fast forward ten years and say hello to the latest Husqvarna street bike iteration - the Svartpilen 801.



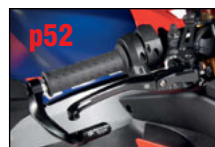
BRIXTON 22

Seen as a concept bike back in 2022, the Brixton Storr 500 ADV is finally heading for production. Like other Brixton models such as the Crossfire 500 and the range-topping Cromwell 1200, the Storr will be manufactured in China by Gaokin. Named after a rugged rock formation on the Isle of Skye in Scotland, the 486 cc parallel twin will put out 47 hp (35 kw), placing it neatly into the A2 licence category in Europe.



TRIUMPH 24

It's been 20 years since Triumph launched perhaps the then boldest bike to wear the badge. The vast 2.3 litre Rocket III cruiser that leapt into the early-2000s cruiser capacity war and annihilated its rivals in terms of size and power. Now in its second generation, the Rocket has been given a substantial performance increase to become the Rocket 3 Storm.



Adios, au revoir, auf Wiedersehen, good-bye sporting jeopardy?

The news this month of Formula One owner Liberty Media's planned acquisition of Dorna Sports of Madrid should have everyone in the international motorcycle industry worried.

The deal will see Liberty acquire some 86% of the equity in Dorna Sports for a reported 'enterprise value' of €4.2bn, with the remaining 14% staying in the ownership of Dorna management and existing CEO (since 1994) Carmelo Ezpeleta, continuing in that role as the company gets absorbed into Liberty's Formula One Group (Nasdaq:FWONK).

The Liberty Group has three different corporate entities listed on the Nasdaq composite index, one of which is the Formula One Group, in which the motorcycle industry's premier race classes will now find themselves.

Private equity or investor ownership of one kind or another is not new to FIM endorsed MotoGP and WorldSBK racing, but outside of North America, U.S. ownership or U.S. stock market ownership of sport is rare.

The worry about any kind of ownership structure for any kind of enterprise or undertaking always revolves around the extent to which the financial needs and interests of that ownership will guide and dictate the management policy and operational conduct of the undertaking concerned. Sometimes that is good and needed, necessary, as in the case of sporting enterprises, it can go either way.

When ownership is predicated on removing the capital generated by the undertaking in question from its ongoing operations, then the potential for the wrong kind of sporting tension is introduced.

Where the zone of difficulty comes, is in the perceived (and often very real) need for regulators rather than enthusiasts to become the guardians of sporting policy. We have been there before. Not only in the dozens of other diverse national and international sporting endeavours in which regulators have interceded, but, specifically, where Liberty themselves and Formula One and Dorna/MotoGP are concerned.

This will not be the first time that MotoGP and Formula One have been judged to be inappropriate dance partners in corporate ownership terms. In 2006, the European Union forced prior owner CVC Partners to divest itself of Dorna as a condition of its plan to acquire Formula One.

Greg Maffei insists that we now live in different times. That the expansion of corporatism in sport in general, globally, since then, makes history a poor background against which to judge the likelihood of joining the two premier motorsports franchises at the hip being approved nearly two decades later.

The principal changes in that time have been the impacts of the extraordinary evolution that has been seen in media technology since then and the growth in coverage, viewership (in person, broadcast and online) and the resulting income generated by that evolution.

Change is good. The opposite of change is decay, and no sports fan worth the name would ever want to see their choices of their sporting passion diminishing. But neither do sports fans want to see their objects of enthusiasm reduced to

boardroom playthings.

Playthings whose primary raison d'être ceases to be driving sporting excitement, but driving balance sheet growth and stake holder returns instead - relegating the 'secret sauce' of genuine sporting jeopardy to a second place.

Formula One has been in the departure lounge of being a genuine sporting jeopardy showcase for at least two decades now. Is it a sport or is it an entertainment?

As Formula One and other classes of motorsport (looking at you NASCAR and Indy Cars) have flown Icarus-like too close to the heat of the kind of financial returns that are part of what defines entertainment from sport, the sporting jeopardy that drives the passion of fans in the first place diminishes. The 'secret sauce' becomes the casualty.

Sporting jeopardy requires uncertainty. Investors and entertainments require certainty.

We've seen this in football, here in Europe in particular. Without the convincing threats of regulatory involvement, football's governing body was way too shortsighted about the dangers that the game they are delegated to protect would have been exposed to if a breakaway European Super

League had happened. Football clubs across Europe are now awash with sovereign wealth fund capital, making the traditional qualification and pyramid structures that fuel the hope of fans ever less viable. Tennis is now faced with having to fight similar battles, even Rugby Union has been clasping the asp of capital poisoning way too close to its bosom for the long-term good of the game at grass roots level.

Look at what has happened in golf. The intrusion of sovereign wealth has tainted the well. Public viewership, interest and participation are all sliding, dramatically. My passion, cricket, went through a similar near-death experience in the late 1970s. From swimming to athletics, boxing to cycling, sadly sporting jeopardy is no longer the prime metric. Even the Olympics are feeling the heat.

If MotoGP is allowed to head down the same entertainment, team franchise and direct race operation and promotion route that Liberty is nudging Formula One towards (check out how the 'breakthrough' 2023 Las Vegas GP was promoted), the umbilical cord between the grassroots local club level of the sport and the pinnacle of motorcycle racing that fuels our industry will come under pressure like never before.

“ sporting jeopardy is the 'secret sauce' ”

League had happened.

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SHOW ZONE 2024

Motorcycle Taiwan

Taipei, TW • 17-20 Apr
taiwanmotorcycleshow.com

Mecanic Show Pecquencourt

Pecquencourt, FR • 27-28 Apr
www.mcpecquencourt.fr

Feria de las 2 Ruedas

Medellin, CO • 2-5 May
www.feria2ruedas.com

MC Messen

Lillestrom, NO • 4-5 May
www.mcmessen.no

Biker Fest International (38th)



Lignano Sabbiadoro, IT • 9-12 May
www.bikerfest.it

Inabike

Jakarta, ID • 15-17 May
www.inabike.net

Beijing International Motorcycle Exhibition

Beijing, CN • 17-20 May
www.motorshowchina.com

SIP Scootershop Open Day (30th)

Landsberg, DE • 18 May
www.sip-scootershop.com

Distinguished Gentleman's Ride

Worldwide • 19 May
www.gentlemansride.com

Polis Mobility

Cologne, DE • 22-24 May
www.polis-mobility.com

Dhaka Bike Show

Dhaka, BD • 23-25 May
www.dhakabikeshow.com

Madrid Mas Moto

Madrid, ES • 23-26 May
www.ifema.es

Euro Bike Fest

Pasohlavky, CZ • 23-26 May
www.eurobikefest.cz

Concorso d'Eleganza Villa d'Este

Como, IT • 24-26 May
concorsodeleganzavilladeste.com

Bike Shed Show

London, GB • 24-26 May
www.bikeshedmoto.com

Isle of Man TT

IOM, GB • 27 May-8 Jun
www.iomtt.com

RELOAD.LAND

Berlin, DE • 1-2 Jun
www.reload.land

Spain Q1 motorcycle registrations +3.43%

According to the latest available data from ANESDOR, the motorcycle industry association in Spain, motorcycle registrations were up by +3.43% for the first three months of 2024 at 45,016 units - the best Q1 in Spain since before the 2007/2008 financial crisis.

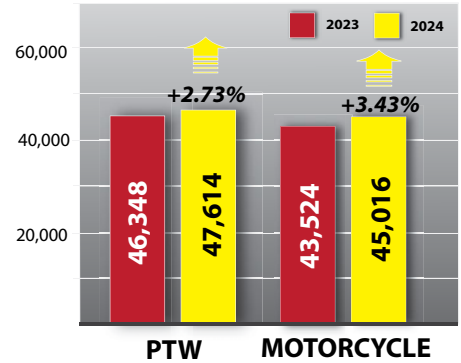
January was up by 17.23% (15,440 units), February was +22.52% (15,237 units), with March -9.65% (16,188 units). All sectors in Spain were down in March with mopeds -12.7%, scooters -11.4% and 'electrics' -32.4% (-28.2% for Q1). In total PTW terms, Q1 registrations were +2.73% at 47,614 units.

Honda was motorcycle market share leader, selling 10,678 units in Spain in Q1 for a 23.7% market share. This was followed by Yamaha (7,202 units for a 16.0% share), KYMCO (6.8% share), BMW (6.2%) and Kawasaki fifth with a 4.4% market share.

The best-selling model in Spain in Q1 was the Yamaha NMAX 125 (1,937 units), followed by the Honda PCX 125, Honda SH 125i, Yamaha X-Max 125 and the Honda Forza 125 in fifth spot. The Honda ADV 350 was sixth; the top selling large displacement motorcycle was the BMW R 1300 GS in tenths spot overall.

For the record - 2023 saw motorcycle registrations up by +13.44% (199,210 units sold) - the strongest year since before the 2007/2008 financial crisis. The five months between March and July accounted for nearly half of annual

Spanish registrations to March



sales. Total PTW registrations for Spain were up by 11.82% at 213,821 units - also the best data for the Spanish market since 2008 (309,710 units). In displacement terms, it was larger cylinder capacity motorcycles (and therefore, typically, the most expensive models) that were the highest growth sector in Spain in 2023 with machines over 750 cc up by +24.1% and those between 125 cc and 750 cc up by +18.2%. Scooters continue to be the most popular single sector in Spain with registrations up by +14.3% (110,467 units - some 55% of sales). The total fleet (Park) of motorcycles and light vehicles in Spain is now 5,978,888 units, with an average age of 17.4 years.

Italy Q1 motorcycle registrations +2.93%

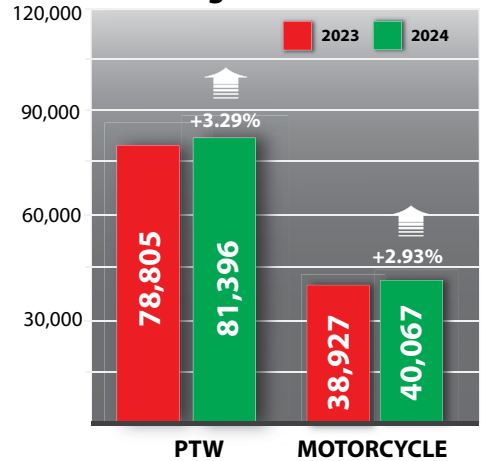
The latest available data from the Italian motorcycle industry association (ANCMA) show new motorcycle registrations for the first quarter of 2024 up by +2.93% at 40,067 units YTD, having been +17.61% in February (13,254 units) but -1.20% in January (9,370 units) and -4.02% in March (17,443 units).

That meant the Italian market recorded another post 2023 Q1 record. Total PTW registrations were +3.29% YTD at 81,396 units - also a post 2023 Q1 record.

The top-selling motorcycle YTD was the Benelli TRK 702/X (1,892 units sold in Q1). This was followed by the BMW 1300 GS with 1,571 units sold. Unusually, this placed the leading two bikes in 6th and 7th spot respectively in terms of all PTW sales, including scooters. Indeed, the Honda Africa Twin was in 9th spot with 1,462 units sold YTD. Honda's SH 125, 150 and 350 were the top-sellers, followed by the Honda X-ADV 750 and the KYMCO Agility 125 R16 in fourth and fifth spots. The Yamaha Tracer 9 (915 units sold YTD) was the only other motorcycle in the list of the Top 20 best sellers YTD in Italy. Maxi and ADV style scooters started the year as strong sellers again (Honda's ADV 350 and the Yamaha XMAX 300 and TMAX).

For the record - 2023 motorcycle sales were 145,405 units in 2023 (+14.88%), with all months in positive territory - the best Italian market numbers since before the 2007/2008 financial crisis and the resulting great recession. May was the strongest month in Italy last year with 18,119 motorcycles flying out of showrooms - some +11.39% up

Italian registrations to March



over May 2022. Nearly 57% of Italy's annual 145,405 motorcycle registrations in 2023 were registered in the five months between March and July (83,804 units). In total PTW terms, the Italian market was +17.94% in 2023 with a massive 318,948 units registered, by far the largest annual market performance in Italy since before the 2007/2008 financial crisis. Scooters were up by +20.64% at 173,543 units. The top selling motorcycle was the Benelli TRK 502/X (4,075 units), followed by the Honda Africa Twin (3,880) in a market where Maxi Scooters and ADV/Enduro style machines continue to gain share. Italy's PTW units number means that, on its own, it is not far off being 60% the size of the total United States combined Scooter, On-Highway, ADV ('Dual Sport') and Off-Highway motorcycle/PTW market (551,342 units sold in USA in FY2023/+2.6%).

Dates/venues subject to change or cancellation. (*) Some dates provisional. (**) Check before you buy! Based on information as at 30/11/23

Germany February motorcycle registrations +10.41%

The latest data from the German motorcycle industry association (IVM) show motorcycle registrations for the year to February 2024 up by +6.22% at 16,225 units, having been -3.52% on low volumes in January (4,436) and +10.41% (11,789 units) in February 2024. In motorcycle unit terms, that is the best start to the year in Germany since before the global economic crisis of 2008.

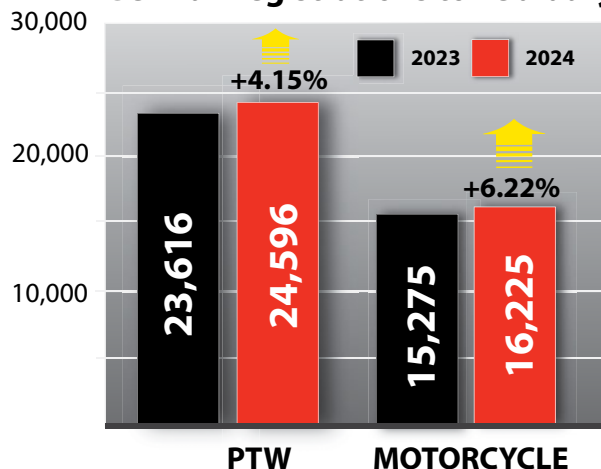
In total PTW terms, the German market was +4.15% at 24,596 units to the end of February 2024 - also the best since before 2008.

The top selling model YTD is the new BMW R 1300 GS with 1,193 units sold for a 7.35% market share. This was followed by the R 1250 GS (2.48% share), the Kawasaki Z900 (2.08%), BMW's S 1000 RR (1.96%) and the Yamaha Ténéré 700 (1.78%) in fifth spot. With six models in the top 20, it is no surprise that BMW is market share leader in its home market, with 4,256 units sold for a 26.23% market share. It was followed by Honda with a 14.88% market share (2,414 units); KTM on 10.60% market share (1,720 units); Kawasaki (8.18%/1,327 units) and Yamaha (7.12%/1,156 units).

The top 10 market shares were rounded out by Suzuki (6.04%), Triumph (4.09%), Harley-Davidson (4.04%), Ducati (3.72%) and Husqvarna with 3.19% in 10th spot.

The top six electric PTW brands in Germany YTD were Zero, Vmoto, Electric Motion, Energica, KTM

German registrations to February



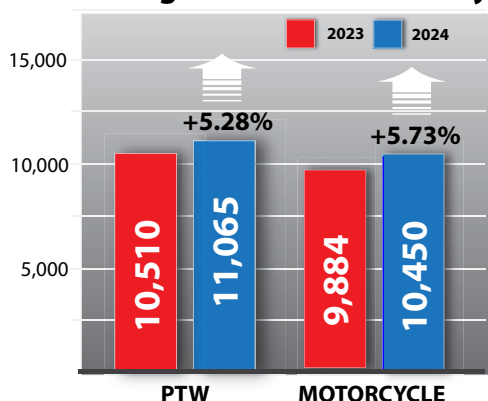
and Livewire with 101 units sold between them.

For the record - in motorcycle terms, the German market was up for ten out of 12 months in 2023 at +16.41% (125,748 units). That was the second-best year for motorcycles in Germany since before the 2007/2008 financial crisis and the subsequent recession. In total PTW terms, the German market was +6.98% at 215,501 units. The used market in Germany saw 442,868 vehicles change hands in 2023. The top selling motorcycle in Germany in 2023 was the BMW R 1250 GS with 7,529 units sold for a 5.99% market share (the Kawasaki Z900 was second, the Honda CB 750 Hornet third). BMW retained its top spot as German motorcycle market leader with 23,978 units sold for 19.07% market share, which marked some 4.4% growth on its unit sales in 2022. Honda took second spot, with Kawasaki third.

UK February motorcycle registrations +5.73%

The latest data available from the Motorcycle Industry Association (MCIA) in the UK show new motorcycle registrations up by +5.73% YTD at 10,450 units, with January +5.11% (5,656 units) and February +6.46% (4,794 units). This was the second-best UK motorcycle market performance for the first two months of the year

UK registrations to February



since before the 2008 financial crisis.

Total new PTW registrations were +5.28 YTD at 11,065 - reflecting the very small size of the UK moped market. Total scooter sales in the UK were 3,630 units YTD, up by +10.1%. The fastest growing sector in the UK motorcycle market is the ADV segment, which is up by +22.4% YTD (1,962 units). 'Electrics' were -4.0% YTD, with just 404 units registered during the first two months of the year.

The Yamaha MY-07 ABS Naked was the best-selling motorcycle in the UK in March (62 units), followed by the BMW R 1300 GS (61 units).

The Beta RR 2T 300, Royal Enfield Meteor 350, Triumph Speed 400 and Suzuki GSX 800 R headed-up their respective market segments in the UK in March.

For the record - the UK motorcycle market was down by -1.20% in 2023, at 107,215 units. Total PTW registrations were down further by -2.53% (112,748 units). Despite these statistics likely reflecting that the UK entered a small but definite technical recession in the second half of 2023, the numbers were actually the third best for the UK motorcycle market since before the 2007/2008 financial crisis.

SHOW ZONE 2024

Custombike Show

Norrtälje, SW • 1 Jun
www.custombikeshow.se

Wheels & Waves

Biarritz, FR • 12-16 Jun
www.wheels-and-waves.com

IRF24 Indian Riders Fest (5th)

Budweis Custom Show
 Ceske Budejovice, CZ • 13-16 Jun
www.indianridersfest.eu



Club of Newchurch Festival

Neukirchen am Grossvenediger, AT •
 20-23 Jun
www.newchurch.at

Adventure Bike Rider Festival

Ragley Hall, GB • 28-30 Jun
www.abrfestival.com

BMW Motorrad Days

Berlin, DE • 5-7 Jul
www.bmw-motorrad.com

World Ducati Week

Misano, IT • 26-28 Jul
www.ducati.com

Polish Bike Week

Karpacz, PL • 1-4 Aug
www.polishbikeweek.pl

World Speed Trials

DEKRA Lausitzring, DE • 2-4 Aug
www.swissperformance.ch

Sturgis Motorcycle Rally (84th)

Sturgis, SD, US • 2-11 Aug
www.sturgismotorcyclerrally.com

Bonneville Motorcycle Speed Trials

Wendover, UT, US • 24-29 Aug
www.bonnevillemst.com

Glemseck 101

Leonberg, DE • 30 Aug-1 Sep
www.glemseck101.de

European Bike Week

Lake Faak, AT • 3-8 Sep
www.harley-davidson.com

Automechanika

Frankfurt, DE • 10-14 Sep
automechanika.messefrankfurt.com

Italian Bike Week

Lignano Sabbiadoro, IT • 12-15 Sep
www.italianbikeweek.net



CIMA Motor

Chongqing, CN • 15-18 Sep
www.cimamotor.com

Eternal City Motorcycle Show

Rome, IT • 28-29 Sep
eternalcitymotorcycleshow.com

SHOW ZONE 2024

Motocross of Nations

Matterley Basin, GB • 4-6 Oct
www.mxgp.com

Biketoberfest

Daytona Beach, FL, US • 17-20 Oct
www.biketoberfest.org

Oslo Motor Show

Oslo, NO • 25-27 Oct
www.oslomotorshow.no

Bigtwin Bikeshow & Expo

Houten/Utrecht, NL • 1-3 Nov
www.bigtwin.nl

SEMA

Las Vegas, US • 5-8 Nov
www.semashow.com

EICMA (#81)

Milan, IT • 6-10 Nov
www.eicma.it

International Motorcycle Safety

Cologne, DE • 5-6 Dec
www.ifz.de

Motorcycle Live

Birmingham, GB • 16-24 Nov
www.motorcyclelive.co.uk

Custombike Show

Bad Salzuflen, DE • 29 Nov-1 Dec
www.custombike-show.de

INTERMOT

Cologne, DE • 5-8 Dec
www.intermot-cologne.de

2025

Motor Bike Expo (MBE)

Verona, IT • 24-26 Jan
www.motorbikeexpo.it

Motorraddwelt Bodensee

Friedrichshafen, DE • 24-26 Jan
motorraddwelt-bodensee.com

MP Motorcycle Show

Helsinki, FI • 31 Jan-2 Feb
mp.messukeskus.com

International Motorcycle Exhibition Hessen

Wiesbaden, DE • Feb
www.motorradmessen.de

MP Motorcycle Show

Helsinki, FI • 31 Jan-2 Feb
mp.messukeskus.com

AIMExpo

Las Vegas, NV, US • 5-7 Feb
www.aimexpousa.com

Motorrad Messe Leipzig

Leipzig, DE • 7-9 Feb
www.zweiradmessen.de

Classic Dirt Bike Show

Telford, GB • 8-9 Feb
www.classicbikeshows.com

<<< Continued from cover

in the EU, and especially now, given the less than wholly positive reactions that many of Liberty's Formula 1 policies and decision-making have received in the seven years of its F1 ownership so far. It is highly likely that it will also receive a mixed reaction from race fans who have already seen the costs associated with their enthusiasm 'steeple' in the past decade.

The Reuters news agency quotes Maffei and Liberty's chief legal officer Renee Wilm telling investors that the situation was different now and they were confident on the regulatory side. "We believe there is a broad market for sports and entertainment properties, of which both F1 and MotoGP are only a small subset, and that the market has continued to change from the time when this was previously reviewed in a major way," said Maffei.

"These are both separate properties. The things that we are bringing to the table here are not in any way leveraging the two. We believe the regulatory process will move quickly and smoothly, but will take the time they need, and this deal will get done." Wilm said Liberty would be filing with the EU, UK, Brazil and Australia for anti-trust clearance and making FDI (Foreign Direct Investment) filings in Spain and Italy. "We think those should be done pretty quickly and that the anti-trust clearance should be obtained by the end of the year so we can have a Q4 closing," she added.

Canada Pension Plan Investment Board (CPPIB) bought a 39% stake in Dorna from Bridgepoint in 2012. The remaining shares were owned by



"This is the perfect next step in the evolution of MotoGP, and we are excited for what this milestone brings to Dorna, the MotoGP paddock and racing fans," said Carmelo Ezpeleta, CEO of Dorna.

Dorna management, whose stake has dropped to 14% following the takeover. Bridgepoint said in a statement that

the transaction represented the transfer of all its existing stake and that of CPPIB to Liberty. Dorna Sports, which was roughly 40% owned by British private investment company Bridgepoint Group, also promotes the World Superbike Championship and all-electric MotoE as well as Moto2 and Moto3 junior categories. Maffei noted, in an interview with CNBC television, that Formula One had only one grand prix in the United States when Liberty took over and now has three. MotoGP currently has one U.S. race on a 21-round calendar that includes Asia and the Middle East, but with a European heartland dominated by Spain and Italy.

"I'm not suggesting we're going to get to three, but the opportunity to grow in the U.S. and in other markets and other geographies is very exciting," said Maffei.

The Liberty Media Group is a three-division conglomerate, a multinational telecommunications company with headquarters in London, Amsterdam and Denver, and had an annual revenue of US\$8.95bn in 2023 (down from \$11.5bn in 2019) and over 20,000 employees worldwide.

<<< Continued from page 64

say that "the focus on quality and reliability has resulted in the consolidation of MV Agusta's reputation and credibility among a growing global customer base. As a result, the company is now on track to achieve net profit for the first time in many years. In 2023 alone, MV Agusta introduced five new models, and all limited series were sold out within hours of their launch. Additionally, a new dealer network was established, further reinforcing the brand identity. "With this move, the Austrian group reaffirms its interest and commitment to the MV Agusta brand, considering the strong results achieved in recent years under the guidance of the Sardarov family, who will maintain joint control and a 49.9% stake in the company".



Timur Sardarov is to remain involved with MV Agusta as Vice Chairman, brand ambassador and consultant.

Sardarov went on to state that "MV Agusta embodies passion and a unique sense of romance that captivated me, a seasoned entrepreneur, from day one. The personal challenge of guiding the company out of crisis and steering it towards success through innovative business strategies, team expansion and new product developments has been conquered. It is an honour to play a role in shaping MV Agusta's legacy. "Over the past five years, both the company and I have evolved significantly. Our growth together is a testament to the transformative journey we've shared. My time with MV Agusta has been a pivotal chapter in my life, filled with mutual joys and challenges. As I continue to serve as a dedicated Vice Chairman, I am committed to supporting the company and its ongoing success."

Dates/Venues subject to change or cancellation. (*) Some dates provisional. ** Check before you buy" | Based on information as at 30/11/23

Bergamaschi to distribute Magneti Marelli products Europe-wide

Milan based distributor E. Bergamaschi & Figlio SpA has reached an agreement with Marelli Aftermarket Italy SpA to distribute its Magneti Marelli branded aftermarket motorcycle products on a Europe-wide basis.

Finalised at EICMA in November last year, Bergamaschi made the announcement at the end of March 2024. After months of development and severe tests, the marketing of the new two-wheel spare parts under the Magneti Marelli Parts & Service brand has kicked off and will be distributed, thanks to selected partners, throughout Europe.

It is a growing range that, over the next few months, will be published in a specific catalogue which will cover several families of Magneti Marelli branded product lines - from electrical and motorcycle body parts to engine



control units, starter motors, stop light switches, clutches, fuel pumps.

"Not forgetting the big news of engine parts: cylinders, fuel injectors, crankshafts, transmission and variator rollers," said Bruno.

"This first step of development makes us very happy, and we therefore look forward to a positive market response. We are confident that with this

industry. Founded in 1919 (coincidentally the same year as Magneti Marelli), its facility is a familiar landmark on the A4 in northern Milan. Bergamaschi's numbers are impressive. At any one time it carries more than 80,000 active items in 4,500 sq m of covered warehouse, with space for 9,200 pallets in four vertical warehouses equipped with radio frequency terminals for RFID inventory management, 1,200 sq m of office space, more than 2,300 customers, three outsourced logistics hubs, and more than 45,000 shipments per year. Magneti Marelli needs little introduction. Its foundational role in the development of the global Powered Two-Wheeler industry makes it a natural partner for any motorcycle dealer.

Its Parts & Services division is a leading global independent aftermarket company, distributing parts, automotive components and know-how to workshops through a network of distributors. It provides original and equivalent products and support services to the automotive as well as the motorcycle industry through Magneti Marelli 'Checkstar's' network of workshops and body shops. In its role as master distributor, Bergamaschi says it has already made progress defining the distributor network for Magneti Marelli aftermarket products here in Europe, but that there are still opportunities in selected markets.

www.bergamaschi.com



Franco Ortelli, Head of EMEA at Magneti Marelli Parts & Services and CEO Bruno Bergamaschi

components, consumables, repair kits and much more.

"The entire two-wheel repair and maintenance world will benefit from this," said CEO Bruno Bergamaschi. "The parts are already in inventory and the plan is going into action now.

"These spare parts, which are original or equivalent to original in quality, come with guaranteed quality and reliability." The list of spare parts offered is huge: brake and clutch levers, mirrors, transmission cables, water pump overhaul kits, injectors and valves.

The electrical parts category includes items such as ignition coils, voltage regulators, stators, pickups, electronic

collaboration we will be able to further affirm our role as a distributor of premium spare parts, with only premium brands."

Franco Ortelli, Head of EMEA at Magneti Marelli Parts & Services, commented: "We are extremely pleased with this agreement. The great reliability of the Magneti Marelli brand, combined with Bergamaschi's unquestionable expertise in the distribution of two-wheel products, makes us sure that it will enable further growth for both companies in the motorcycle sector."

Bergamaschi is thought to be the oldest parts and accessory distributor in the international motorcycle

SHOW ZONE 2024

IMOT

Munich, DE • 21-23 Feb
www.imot.de

MCN London Motorcycle Show

London, GB • 14-16 Feb
www.mcnmotorcycleshow.com

Motorbeurs

Utrecht, NL • 20-23- Feb
www.motorbeursutrecht.nl

Hamburg Motorcycle Days

Hamburg, DE • Feb
www.motorradmessen.de

Motosalon

Brno, CZ • Feb
www.bvv.cz/motosalon

Motorräder Dortmund

Dortmund, DE • Mar
www.zweiradmessen.de

Moto Festival

Bern, CH • 27 Feb-2 Mar
www.motofestival.ch

Daytona Bike Week (83)

Florida, US • 28 Feb- 9 Mar
www.officialbikeweek.com

Salon De La Moto

Metz, FR • Mar
www.metz-expo.com

Salon du 2 Roues

Lyon, FR • Mar
www.salondu2roues.com

RideOn MotoDays

Fiera di Roma, IT • 7-9 Mar
www.motodays.it

Motorradmesse Erfurt

Erfurt, DE • Mar
www.motorradmesse-erfurt.de

Osaka Motorcycle Show

Osaka, JP • Mar
www.motorcycleshow.jp

Tokyo Motorcycle Show (51st)

Tokyo, JP • Mar
www.motorcycleshow.org

Warsaw Motorcycle Show

Warsaw, PL • 21-23 Mar
www.motorcycleshow.pl

Motobike Istanbul

Istanbul, TR • Mar
motobike-istanbul.tr.messefrankfurt.com

Poznan Motor Show

Poznan, PL • Apr
www.motorshow.pl

Nagoya Motorcycle Show

Nagoya, JP • Apr
www.motorcycle-show.jp

NEWS BRIEFS

The blows stalling the EV industry appear to be coming thick and fast at present - Apple has reportedly cancelled its plans to build electric vehicles a decade after the iPhone maker was rumoured to be working on the project. According to Bloomberg News, the company has never publicly acknowledged the project, which involves around two thousand people.

The Japanese ALI Technologies Hoverbike start-up that IDN had reported on last year has filed bankruptcy. The company had hoped to "reimagine urban transport" with a futuristic single occupant machine that could fly for around 40 minutes at up to 100 km/h (62 mph) on a single charge. The bike had gone on sale in 2021 at around \$680,000, having been acquired by U.S. investor Pono Capital and listed on the NASDAQ index in New York. However, nearly all of the investors withdrew their backing after the listing. A partnership with another U.S. firm at the end of 2023 saw operations in Japan cease amid hopes of being able to enter the U.S. market at a price point of around \$200,000. The business had hoped that a move to California would make it easier to achieve certification and overcome regulatory hurdles than had proven to be the case in Japan. However, in a February filing, U.S. parent company Aerwins Technologies said it had discontinued non-core operations.

Brembo's FY 2023 revenues grew to €3,849.2m (+6.1%); EBITDA €665.8m (+6.5%); net profit +4.2% at €305m. Executive Chairman Matteo Tiraboschi: "Brembo closed 2023 confirming the company's uptrend, with improving margins and, for the first time, net profit at over €300m. These are the highest results ever in Brembo's history. Investments amounted to an unprecedented level of over €430m. We have entered the new year announcing the opening of our first production site in Thailand, aimed at seizing growth opportunities in the Southeast Asia region."

GM and Honda have begun commercial scale mass production at the automotive industry's first new hydrogen fuel cell system manufacturing joint venture's (Fuel Cell System Manufacturing LLC/FCSM) facility in Michigan, USA. The new co-developed fuel cell system "increases performance and doubles durability while significantly reducing manufacturing cost". A 50/50 JV enterprise, the 70,000 sq ft facility has already created 80 jobs since it was first established in Michigan in January 2017.

Omnia Racing - 2024 brand additions

Naples based international distributor Omnia Racing has added four new brands to its range for 2024 - Tappezzeria Italia, SP Electronics, Isotta and CNC Racing.

Described as bringing "a touch of comfort and style", **Tappezzeria Italia seats** are "custom designed to enhance the riding experience. Designed and manufactured in Italy, its handcrafted seats are made from the finest materials, ensuring durability and style.

"With a focus on ergonomics, the construction of Tappezzeria Italia's products offers an unparalleled level of comfort for riders on long journeys".

"Revolutionising riding with its advanced technology", the range of high-performance electronic components from **SP Electronics** ranges from quick shifters to advanced traction control systems. "Its products are designed to improve the performance, safety and the enjoyment of riding. SP Electronics' dedication to innovation makes them a perfect fit for Omnia Racing's

Tappezzeria Italia.it
MOTORCYCLE SEATS



ISOTTA
MOTORCYCLE PARTS



catalogue". Also seen here, **Isotta windshields and accessories** "stand out for their design and craftsmanship. Each product is a blend of protection, functionality and aesthetics, crafted to

meet the highest standards of quality and design.

"Isotta's accessories not only enhance the rider's comfort, but also add a touch of elegance to the motorcycle, making them a favourite among discerning riders".

The **CNC Racing** range of precision-engineered performance components "push the boundaries of performance and design. From levers and mirrors to engine covers and more, CNC Racing crafts its products using the latest manufacturing technologies and highest quality materials.

"CNC Racing's commitment to excellence and innovation makes its addition to the Omnia Racing catalogue especially exciting for riders looking to customise their motorcycles with high- strength, lightweight advanced design parts and accessories that have been optimised for performance".

www.omniaracing.net



SBS obtains ISO 50001 Energy Management certification

SBS Friction has marked another stage on its path towards becoming the first fossil-free production factory in the motorcycle industry.

Granted the prestigious ISO 50001 Certification for Energy Management after a comprehensive audit of the company's energy management system was able to confirm that all aspects of the company's operations comply with the standard's best practices. "This achievement is a

significant sign that SBS is turning energy into inspiration and becoming a solutions provider," said SBS Technical Manager Jan Reinholdt Mohrdriek.

"Following a progressive sustainability plan, we aim to be at the forefront of innovation when it comes to optimising the way we work, the products we offer and the impact we make." SBS says its energy management system comprises several energy-efficient



initiatives, including the installation of a new cooling system that can reuse the excess heat from the production ovens to heat the building, and the transition from gas to electricity utility usage in production.

"The ISO 50001 Energy Management certification will be compatible and harmonised with our ISO14001 and ISO 9001 certifications, benefitting the workflows we have throughout our facility. This also backs up our industry-first introduction of the SBS 'Better Brakes' transition.

"This has given us an improved ability to monitor and manage our energy consumption, not only for the environmental benefit it delivers, but also for the benefit of the company's operational cost structure".



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*Compared to standard Lithium Battery

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NEWS BRIEFS

Netherlands based MotoMondo, a motorcycle import, distribution and marketing group, is looking to expand its UK dealer network for the Moto Morini, Rieju and Mash brands.

Doubts persist about the future viability of the FIA endorsed World SuperCross Championship (WSX) series - as of April 4, 2024, no new schedule of events had yet been announced for the upcoming season. The series' website simply said that a 2024 schedule would be "coming soon". The series, designed to rival the SuperCross and Arena Cross championships in America as a "true world championship", has suffered from lack of funds and available venues and dates ever since its pilot season in 2022. Operated by Melbourne, Australia based SX Global, its key founding backer - the Abu Dhabi based asset management arm of the United Arab Emirates sovereign wealth fund - Mubadala Capital, withdrew in 2023. Although new investors were found (Kyril and Robert Louis-Dreyfus and Juan Sartori), the 18 months of operation so far has mostly been characterised by event cancellations and unrealised ambition; www.wsxchampionship.com

In a welcome outbreak of sanity, the preposterous proposal to regulate for different speed limits for motorcycles and cars has been binned. It was a downright dangerous idea that will now stand for ever as an example of the kind of absurd policy proposal that gives otherwise well-meaning administrators a bad name. The proposal had been generated by the EU Parliament's Transport and Tourism Committee (TRAN) and would not only have created different speed limits for cars and motorcycles, but differentiated speed limits for holders of A1, A2 and A-category motorcycle licences in Europe.

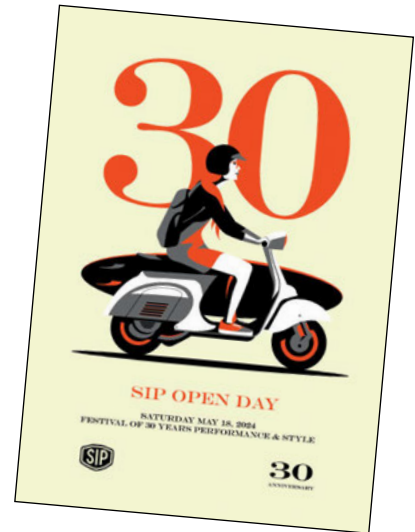
Brembo has opened its first production site in Thailand. The investment, totalling approximately €40m, "reflects the Group's strategy to expand its industrial presence globally and allows Brembo to seize new growth opportunities in the Southeast Asian region". The new site will manufacture braking systems for motorcycle manufacturers in Thailand, starting with European and American producers. It will be located in the motorcycle industry hub of the country, situated in the Rayong province, south of the capital Bangkok. The global motorcycle business currently accounts for approximately 13% of Brembo's overall revenues.

SIP Scootershop - 30th anniversary Open Day



Ralf Jodl first started the business that became his Landsberg, Bavaria based SIP Scootershop enterprise from a garage. A familiar story in the motorcycle industry - one in which a deep-seated passion resulted in enthusiasts becoming entrepreneurs and the garage business eventually turning into a 6,000 sq m emporium of custom-built scooter excellence. The first inventory was stored between business partner Alexander Barth's father's beehives! "In the absence of employees, we took the parcels to the post office ourselves - on a Vespa of course," says Ralf. On Saturday 18th May, 2024 "we celebrate our Open Day 'Festival of 30

Years Performance & Style' with a programme that includes on-site pizza bakery, food and drink from our in-house Italian SIPERIA café bar, a performance parts, components, accessories and used scooter market and an official trial sport run of the Vespa Club of Germany". There'll be the opportunity for enthusiasts (and professionals) to have their scooter's performance calibrated on a P4 Amerschläger dyno (for a voluntary donation of €10) to see who can take home the bragging rights of a new record. Plus, a visitor Photowall, guided tours through its architect designed HQ, stands from the Vespa Cowboys, Vespa



Artwork by London-based artist B.A.V.Z. Art.



Club Munich, Vespa Club of Germany and vendor displays from the likes of Bitubo, Dunlop, EGIG, Scootering Magazine, RON Scooters (AT) and more.

With Live DJ sound all day, Saturday evening will see a big 'Soulniter' in the medieval walled splendour of Landsberg-am-Lech in the beautiful cellar vault of the Moritz Club - "an overnight stay would be advisable," says Ralf!

www.sip-scootershop.com

Galfer announces "generational" management change



A year after celebrating the company's 70th anniversary, Galfer has announced a change in its general management with Umberto Milesi, who took the position in 2008, leaving behind a legacy filled with successes. On a business level, Galfer has achieved record figures in the last three years, while on a sporting level, Galfer has won more than 100 world titles across the various competitions in which the brand supplies teams with braking products.

"Umberto Milesi has had a decisive role in the development of the company, its products and its image around the world, and will continue as a member of the Galfer Board of Directors.

"In mid-2023 he was succeeded as CEO of Galfer by Francisco Catena Martínez. Francisco developed his skills in business analysis, trade

marketing and sales management roles in multinationals in the infrastructure, perfume and cosmetics and FMCG (Fast Moving Consumer goods) sectors.

Catena states: "I face this challenge with enormous enthusiasm, energy and a sense of great responsibility. Galfer's future is full of opportunities

and turning them into reality is the job for us all.

"The companies that identify their strengths and reinforce them in their search for excellence are the companies that lead the market. A passion for two wheels, innovation, technology, performance and unique designs has allowed Galfer to achieve very high levels of success.

"We must continue to build on our history without setting ourselves limits or barriers. For this we need the engagement of all our employees, partners, clients, distributors and collaborators: we must share our objectives and look to the future with the same enthusiasm and determination. The future is ours if we know how to differentiate ourselves and connect with our consumers."

www.galfermoto.com



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If you are ready to embark on this exciting journey with us, we would be delighted to discuss the possibilities in detail. For more information and to express your interest, please reach out to us through the below contact details:

JAWA 350 CL
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JAWA 300 CL



NEWS BRIEFS

Ex-Apple and Tesla exec George Blankenship has joined top-end Swedish electric motorcycle manufacturer Verge as Chief Revenue Officer, responsible for "developing Verge Motorcycles' customer interface and customer journey, as well as its global store strategy".

Chinese giant CFMoto has staged a grand opening of its new 100,000 sq ft facility at Plymouth, Minnesota. It will house up to 120 employees and contractors and comes just four months after the opening of its massive new North American ATV/UTV manufacturing facility at Monterrey, Mexico. CFMoto is #1 ATV/UTV market share in 26 countries worldwide and, presently, the U.S. market accounts for some 40% of its \$1.6bn annual sales in the sector.

Having been announced as bankrupt last year, Swedish electric Roadster manufacturer RGNT Motorcycles is back in business. After an absence of some 18 months, media outlet 'The Pack' reports that 2019 founder Jonathan Åström has successfully taken back control, along with head of sales and marketing Gideon Schipaanboord and design chief/CTO Alexander Lewandowski. Their new company - RGNT Reborn - has acquired the intellectual property, tooling and remaining bikes and parts and will share its R&D capacity with another business. "The trio is now leading the relaunch of the company in a streamlined format, with only a small core team." It is hoped that stripped-down costs and selling of the current inventory will help them to keep their existing pan-European dealer and service network fully intact and, ultimately, further expanded pending the launch of a 'new gen' V 3.0 model in Q3.

Harley-Davidson has started to divest itself of its EV investments with the sale of its 2020 launched Serial 1 Cycle Company, LLC, E-Bike company to Florida-based lightweight electric vehicle specialist LEV Manufacturing (formerly known as Life Electric Vehicles, Inc.) and mobility-focused investor Lane VC. Ironically, the acquisition will see Serial 1's production moved back to the U.S. from Taiwan. Harley had offshored the bulk of Serial 1 production as it grappled with domestic U.S. labour and H-D overhead costs in a market segment that simply is not performing anything like as well as expected, as evidenced by KTM Group owner Stefan Pierer's decision to dump several hundred euro of investment and operational costs in order to exit that "space" as quickly as he could in the second half of 2023.

Japan - Honda opens remodelled Collection Hall

Honda Motor Co., Ltd. has announced that the Honda Collection Hall, the brand's curated museum at the Mobility Resort Motegi in Tochigi, Japan, has reopened after undergoing a thorough renovation.

The collection is arranged by era, "enabling visitors to experience the stories of dreams and challenges Honda has told across its history and allowing them to understand the unique characteristics of each period since the company's founding in 1948.

"A full-scale mock-up model of the HondaJet Elite II greets visitors in the entrance hall with the opportunity to explore the interior of the light business jet. Further immersive opportunities are dotted throughout the museum, with the latest personal mobility concept, UNI-ONE, available for visitors to test ride. Elsewhere, a new, downloadable 'storytelling' audio tour has been created, to help share stories of dreams and challenges, while detailed guided tours by knowledgeable museum staff are also available".

Honda first opened the Collection Hall in March 1998 in commemoration of the company's 50th anniversary and to convey the origin of the company to its customers - with last year marking



25 years of the facility itself.

In addition to the permanent exhibits, three times a year, under the title of 'Garage Collection', additional collections will be brought out from storage and exhibited. To commemorate the reopening, a special exhibit titled 'CB History-Part

1' is showcasing the CB series motorcycles and will run to the end of June.

This will be replaced by a feature exhibit of race replicas entitled 'NSR250R: The Pedigree of Works Racers' that documents the motorcycle racer replica boom that began in the 1980s and puts a spotlight on models with a two-stroke engine. The entire collection of NS and NSR series models owned by the Honda Collection Hall will be on display.

Finally, in October a special feature will celebrate 50 years of the Gold Wing motorcycle, the 25th anniversary of the open-top S2000 sports car, and a further featured exhibit of open-top models.

Rolf Verhagen joins AFAM Group as new GM

AFAM has appointed Rolf Verhagen as its new General Manager. With a rich background in the motorcycle industry, Rolf brings an additional dimension of expertise to the AFAM organisation.

Commenting on Rolf's appointment, PDG CEO Bryan Smaal said: "Rolf Verhagen's experience spanning over two decades in the motorcycle industry has equipped him with a deep

understanding of its complexities and potential. His contribution to well-known companies in motorcycle hard parts and oils & lubricants is well recognised, and forms the basis of his extended network within the industry.

"Throughout his career, Rolf Verhagen has played a key role in the search for innovative solutions, driving growth and fostering partnerships across the motorcycle landscape. His dedication to excellence and commitment to pushing the boundaries of what is possible perfectly align with AFAM GROUP's mission for continuous improvement and best customer satisfaction."

Rolf stated: "I'm excited to join AFAM GROUP and lead it into a new era of growth and innovation. Together, we'll build on the company's strong foundation and strive for excellence in serving our customers."

www.afam-group.com





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CE AAA (EN 17092-2:2020)



CE AAA (EN 17092-2:2020)



CE LEVEL 2 (EN 13594:2015)



CE LEVEL 2/2/2 (EN 13634:2017)



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NEWS BRIEFS

The 2023 Isle of Man TT was a resounding success, though it still lags the highest record attendance seen in 2019. The IOM Government's Department for Enterprise has revealed findings of a survey (the first since 2019) that shows overall visitor numbers for the period down by an estimated -6.3% on the 2019 attendance at 43,272. At 46,174, that 2019 figure had been the highest figure recorded since surveys of this type began at +4% over 2018. Average spends per visitor in 2013 was approx. \$1,000, which though an increase on a per head basis, represented an actual overall revenue decline from the event for the island's economy at approx. \$48m. The average length of stay was down at 6.09 nights, with 79.2% staying in paid accommodation (32% camping); there was a 30.6% increase in those travelling to the island by air, with 90.7% of all visitors from the UK and Ireland and 50-64-year-olds the largest age group at 38.3% (18.9% were aged 65 and older, with just 20.2% below the age of 30).

Saturday June 1st in 2024 is a big day for Twin Club MC and for the worldwide custom bike show movement as they mark the 50th holding of its internationally respected 'Custom Bike Show' at Norrtälje on the coast of Sweden around an hour northeast of Stockholm. Classes include H-D Choppers, all other Choppers, Customs, Racers, Classics, Modified Stock and Best Paintjob and People's Choice awards; www.custombikeshow.se

As an exclusive partner to the 2024 International Six Days Enduro (Galicia, Spain, October 14-19), Husqvarna has confirmed details of the bike rental, race service and photo packages it is making available for all Husqvarna riders at this year's 98th edition ISDE. Rental options are the TE250 and 300 two-strokes and FE 250, 350, 450 and 501 four-strokes.

Metzeler has again been voted as the best tyre brand (for 2024) by readers of Motorrad in Germany. This is the 13th time the brand has been voted best tyre since the awards started in 2005. Metzeler took 62.3% of the preferences expressed by 49,707 voting readers.

In&motion - two new airbag systems for 2024



French airbag specialist In&motion is launching two new **wearable** airbag systems - **Essential and Performance**.

The two new systems have been developed from its trauma research and data recovery to meet the application specific needs for the protection of each motorbike discipline.

The first equipment incorporating this new technology will be available for sale from March 2024 through **11 new products being offered by 9 partner brands**. First on the market in 2018, this promises to be a pivotal year for the brand with a greater than 50 percent increase in its number of equipment partners.

At the same time as developing the necessary algorithms for its impact

detection-response based systems, the company has recognised the importance of adapting the airbag's functionality to styles of riding where the vital areas exposed to risk are different.

"To support this new R&D phase, our team of biomechanists worked on trauma research in collaboration with various laboratories at the Gustave Eiffel University. The results of these studies have led to the design of the two new airbag models - both of which are fundamentally innovative because they are adapted to the type of riding and falls observed in each sport".

The company says it has confirmed its position as leader in the **ready-to-wear** electronic airbag market, working closely with its community of competition and leisure users.



Based on road trauma, the **Essential** module is the "perfect compromise between protection and comfort, for all types of driving. As its name suggests, this airbag goes straight to the essentials, covering vital areas: thorax, abdomen, back and neck. It is

Brabus - more KTM based collector editions planned By Ben Purvis

The Brabus name might be most familiar from the tuned Mercedes cars that have worn the badge since the 1970s, but these days Brabus is diversifying the brand to include other luxury goods, including boats and motorcycles.

In cooperation with KTM in 2022, the first two-wheeler was the 154-unit limited run, restyled 1290 Super Duke R Evo. They sold out within minutes, so a second 'Edition 23' run of 290 bikes followed in 2023, as well as a further 50 'Masterpiece Edition' machines.

Despite huge price tags, at least double those of the KTM Super Duke that the Brabus 1300 R was based on, and the same engines, frames, brakes and suspension parts that came on the standard Super Duke R Evo, they were a hit with collectors, so Brabus is now planning more bikes.

The next models will be derived from the new **2024 KTM 1390 Super Duke R**, with more capacity and power than the older 1290 version. The 1390 Super Duke R has a 10 hp, 1,350 cc version of KTM's LC8 V-twin, equipped with a cam-shifting variable valve timing and lift system for the first time.

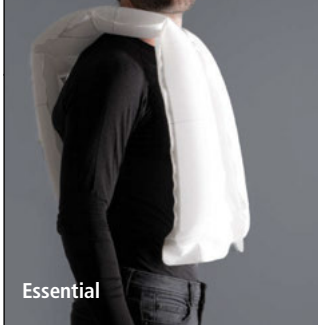
Brabus has filed trademark applications for three new names it hopes to use on the upcoming bikes. The trademarks are for '**Brabus 1400 R Rocket**', '**Brabus 1400 R Signature**' and '**Brabus 1400 R**



Tailor Made'. The implication is that, like the original 1300 R, there will be **three limited-edition runs** of the new 1400 R.

It remains to be seen whether Brabus is granted the trademarks. It's not hard to imagine that Triumph might have objections to another company using the name 'Rocket' on a bike, for example. But regardless of whether these particular titles are adopted, it's clear that Brabus isn't finished with motorcycles yet. The company has used the 'Tailor Made' title on cars before, specifically its tuned version of the tiny Mercedes-made Smart ForTwo, and it currently applies the 'Signature' name to its high-end speedboats. 'Rocket' is used on some of its high-performance Mercedes. The previous 1300 R (pictured) used

styling that borrows more from Husqvarna than KTM, borrowing a large, circular headlight from Husqvarna's Vitpilen and Svartpilen models and adding it to carbon fibre bodywork that helps give a high-end look to the bikes. Wheels that mimic the designs used on Brabus cars, along with car-inspired paint schemes, mean that customers of the most expensive Brabus four-wheelers are likely to be tempted to buy a matching motorcycle - the same psychology that's made the Ducati Streetfighter V4 Lamborghini and Diavel for Bentley models such immediate sell-outs despite huge price tags.



Essential

recommended for use on the road, in view of the risk of collisions with road obstacles or other vehicles, but it also offers protection benefits for occasional sports use."

It is also suitable for intensive motocross riding. Directly inspired by the brand's original flagship 'Origin' module, it will cover **up to five inflations** before a maintenance intervention (compared with three on the old module).

The **Performance** airbag is directly derived from sports bike competition and has coverage adapted to those intensive sports practices - where side falls are frequent, but where road

obstacles and other vehicles are less involved.

Unlike the Essential module, the abdomen is not covered during inflation, instead protecting the shoulders and ribs, in addition to the neck, thorax and back. This module is recommended for track and off-road use.

It will cover **five to eight inflations** depending on the product chosen, before a maintenance intervention is required.

The airbag used has also been upgraded to increase the number of times it can be inflated - to cope with more intensive use. All In&motion airbags are now designed with OPW (One Piece Woven) fabric airbag pockets - more flexible in comparison to the former PU component. This new component will enable the number of **inflations to be increased from three to eight.**

www.inemotion.com

KTM - Race. Rest. Repeat.

KTM has launched what it describes as a "brand-new 'Academy of Speed' track scheme for 2024.

Only a small minority get to feel the full power of a sport bike's potential around highly modern motorsport circuits. But there is nothing to stop the rest of us from dreaming, right?

Well, KTM now wants to pull riders firmly into reality, and the KTM 'Academy of Speed' is a brand-new initiative launching in 2024 that will bring orange passion, service and pulse-quicken emotions to the customer track experience.

"Across three events at three world class circuits in June, July and September 2024, the KTM 'Academy of Speed' will invite riders old and new to the brand (and to the racetrack) to sample high-pace, high-quality guidance and high adrenaline with a premium edge."

There will be 72 places per day, each day, at the Salzburgring and Red Bull Ring (both in Austria) and the Automotodrom Slovakia Ring, with riders separated between three groups: Rookie, ambitious Amateur and Pro. There will be instructors and KTM ambassadors catering to every level.

"Furthermore, help and coaching from the likes of MotoGP stars and former GP racer and MotoGP Team Manager Mike Leitner will happen both on and off the track. 'Pro' riders (those with extensive trackday mileage and seeking to trim lap-times further) can bask in the full two-day schedule with enhanced technical support, and a pitbox setup

with a seating and gear area.

"An evening dinner and entertainment programme for all will foster a community spirit: the KTM 'Academy of Speed' wants to provide first-rate tuition and create unforgettable moments, both when the visor is clicked shut and when the leathers are packed away, and the stories are flowing."

The brainchild of ex-Grand Prix riders and a result of KTM's own passion for the asphalt, in 2023 Red Bull KTM Factory Racing seized two MotoGP Sprint wins and appeared on the podium nine times - finishing 4th in the championship with Brad Binder and 2nd in the constructors' standings.

The confirmed dates are:

Salzburgring, Austria:

20-21 June 2024

Red Bull Ring, Austria:

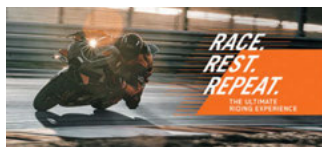
17-18 July 2024

Slovakia Ring, Slovakia:

4-5 September 2024

"The scheme is exclusive for what it offers, but welcoming riders of all skills. The KTM 'Academy of Speed' has been created to appeal to motorcycle racing enthusiasts, KTM owners and fans of the brand, and then riders curious about their ability and who want to explore the next steps or limits."

www.ktm.com



performance & style

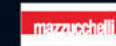
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NEWS BRIEFS

European Training Quality Label to be updated

The 15th edition Africa Eco Race was won by Italian Jacopo Cerutti on the Aprilia Tuareg, riding for Vittorioano Guareschi's GCorse team. Yamaha Ténéré 700 teammates Alessandro Botturi (Italy) and Pol Tarres (Spain) took second and third, with Alexandre Vaudan (CH) and Attilio Fert fourth and fifth on the KTMs. There were seven KTMs and four Husqvarna's in the Top 20 of the overall classification, with four Yamahas, two Aprilias and Hondas and the Ducati of Paolo Caproni in 20th. Also of note, Spaniard Joan Pedrero Garcia bought Harley-Davidson's 1,250 cc Pan America home in 25th overall, taking the Maxi Trail Class win.

KTM is again making its full "Ready to Race" factory treatment available at this year's 98th edition International Six Days Enduro, with the KTM service package. Slated for the north-western town of Silleda in Galicia, Spain, from 14th - 19th October, last year saw Team USA dominating proceedings in Argentina. KTM rider Josep Garcia will have 'hometown' advantage in 2024, having completed a hat-trick of overall individual ISDE wins on his KTM 250 EXC-F last year. Fully supported rental options for KTM enthusiasts include race-ready EXC or EXC-F models.

Suzuki has added a V-Strom 800RE Tour to its lineup, which comes with a 112-litre, three-piece aluminium luggage pack comprising a top box and panniers in silver or black. Available in blue, matt steel green or black, the RE Tour expands Suzuki's V-Strom 800 range to four models, all of which use its new 776 cc parallel twin engine with its 270-degree crankshaft design.

“Late last year, the Brussels based international motorcycle trade association ACEM announced that its successful European Motorcycle Training Quality Label is being updated - "with Label Holders and academia bringing motorcycle safety training to the next level".

All 36 schools awarded the European Motorcycle Training Quality Label and academia are joining forces to pave the way to a new high-quality training concept to address the most relevant and frequent powered two-wheeler accident scenarios.

Based on scientific accident analysis, the innovative approach will give training experts and scientists the possibility to develop a set of cognitive and riding skills necessary to avoid these hazardous accident scenarios.

The aim is to create a level system that clusters these skills in groups of increasing abilities, encouraging motorcyclists to continue developing their personal riding curriculum over time.

This concept will be offered free of charge to all training schools interested in improving the quality of their post-licence courses. To ensure a larger deployment, it will also be shared with bodies planning to set up voluntary motorcycle safety training programmes in countries currently with limited training options.

"The level system concept represents a natural evolution of the European Motorcycle Training Quality Label especially thanks to the united endeavours of training experts and academia, namely: Ludwig Maximilian University of Munich - LMU, Würzburg Institute for Traffic Sciences - WIVW, Institute for Motorcycle Safety - ifz and traffic accident research at TU Dresden -



VUFO."

ACEM Secretary General, Antonio Perlot, is quoted as saying: "The European Motorcycle Training Quality Label already is an excellent example of how industry players, NGOs, motorcycle trainers and users' organisations can work together for motorcycle safety.

"With strong involvement we will now take the Label to the next level by providing a self-assessment tool for European riders and a toolbox for motorcycle trainers. Ultimately, the goal of this initiative is to motivate riders to undergo regular voluntary training and achieve higher levels of safety riding performance."

The working process will be led by Klaus Schwabe of the KTM Riders Academy and the architect of this concept. The high-quality training concept is expected to be launched by the end of 2025.

The European Motorcycle Training Quality Label is a voluntary

certification scheme for post-licence safety training programmes run by the German Road Safety Council, the International Motorcycling Federation and the European Association of Motorcycle Manufacturers.

The main objective of the scheme is to inform motorcyclists across the EU about the best training programmes available in their countries and to increase the number of riders undergoing high-quality voluntary training regularly.

There are currently 36 certified programmes in 11 European countries: Austria, Belgium, Cyprus, France, Germany, Greece, Italy, the Netherlands, Portugal, Spain and Sweden, with more motorcycle training centres expected to join in 2024.

In 2019, the European Motorcycle Training Quality Label received the Road Safety Charter Award in the category "Voluntary commitments" from the European Commission.

Sources: AMD, IDN, FT, Reuters, PSB, MPN, BDN, MCN, AP, Bloomberg, MSNW, Electrek, electricmotorcycles.news, RideApart.com, Motor1.com, Cycle World, motorbikewriter.com



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Just because you can, doesn't mean you should!

From sea level to over 6,000 m on an R 1300 GS in less than 24 hours, and on an active volcano! When it comes to publicity stunts, this one was pretty far out there - or should that be 'up there'.

In collaboration with Metzeler, less than three months after its world premiere, the new BMW R 1300 GS "proves its outstanding off-road expertise and unique robustness in South America. From 6th to 7th December 2023, starting from sea level on the Nevado Ojos del Salado - at 6,893 m the highest active volcano in the world - a fleet of fully equipped BMW R 1300 GS models managed to reach an altitude of more than 6,000 m in less than 24 hours.

"The climb culminates in the notorious

'Rock Channel' on the northern flank of the volcano, where the expedition climbed to 6,006 m in just 19 hours and 22 minutes to reach a maximum altitude of 6,027 metres."

The backdrop for the expedition was the Circuito de los Seis Miles in the Atacama Desert in Chile, the highest active volcano chain in the world, to which the Nevado Ojos del Salado belongs. Four standard BMW R 1300 GS models set off on 6 December at 3.00 pm local time from Bahía Inglesa, a town near the port of Caldera, to climb the Nevado Ojos del Salado.

The destination was finally reached on 7th December at 10.22 a.m. local time. Equipped with Metzeler Karoo 4 tyres, the BMW R 1300 GS models started from sea level on the coast of the



Pacific Ocean, followed by the ascent through the Atacama Desert to the Circuito de los Seis Miles and finally to the slopes of Nevado Ojos del Salado on the border between Argentina and Chile.

Riding the BMW R 1300 GS were Christof Lischka, BMW Motorrad Development Manager, Salvatore Pennisi, Metzeler Test and Technical Director, Michele Pradelli, Italian Extreme Enduro Champion and tester for Italian magazine InMoto, and Karsten Schwes, tester and journalist for German magazine Motorrad. The expedition was undertaken with standard production motorcycles and standard tyres - a 19" front and 17" rear.

Christof Lischka is quoted as saying: "With this extreme ride up to more

than 6,000 m, the new BMW R 1300 GS has shown what it can do and what it is made for. It masters off-road and adventure riding as well as a sporty pace on tarmac and long tours, even in standard trim with off-road tyres. It was important for us to emphasize these core competencies of the new GS once again with this expedition."

The environment above 5,000 m isn't exactly "human friendly". The oxygen content of the air is low and the temperatures are around -10 °C during the day and as low as -20 °C at night. Long-term preparation and prior acclimatisation to the region saw several base camps set up at different altitudes and a simulation carried out on Mount Etna in Sicily, the highest active volcano in Europe.

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NEWS BRIEFS

The 4th edition GasGas United in Dirt Tour is visiting five European countries in 2024 - the Netherlands, Germany, Italy, Slovakia and Spain - as well as travelling long-haul to South Africa and down under to Australia.

Yamaha Motor has signed a technical partnership agreement with Lola Cars, the historic British race car company, for the development and supply of high-performance electric powertrains. Lola aims to be part of an official manufacturer in the ABB FIA Formula E World Championship and for Yamaha, it is hoped that through this connection with Formula E, it will be able to gain experience with cutting-edge electric technologies that will be able to be trickled down into its own EV ambitions. Lola is developing a vehicle package that can be supplied to racing teams competing in Formula E. Yamaha plans to develop and supply energy management technology with the world's highest levels of power density and efficiency. Yamaha has set a companywide environmental goal to achieve carbon neutrality in Scope 3 emissions by 2050.

Husqvarna is offering a free warranty extension on its 2024 street motorcycles - the Norden 901, 901 Expedition and Smartpilen 801 - doubling the standard 24-month factory warranty to 48 months.

Yamaha Motor Manufacturing Europe (formerly known as MBK Industrie) has installed a new Drive Unit assembly line for eBikes at its Saint Quentin, France factory. This line will produce Yamaha's PW series S2 drive unit, designed for the high-volume Sport and Trail sectors.

KTM is offering a free warranty extension on selected Street models, provided services are conducted at an authorised KTM dealership. Available for 2024 LC8c and LC8 Street and Tour owners, the warranty period can be boosted by up to double. This includes models such as the 790 Duke and Adventure, 890 Adventure, R, R Rally and SMT, plus the new 990 Duke. Customers that have services performed by an authorised KTM dealer, and within the 24-month warranty period, can prolong the protection until the next service, up to a maximum of four years.

Two versions of Zontes 703F Triple By Ben Purvis

China's Zontes has been developing its new three-cylinder engine for years, and the first results finally broke cover at EICMA last year, when the 730 ADV

'three-cylinder ADV bike in production soon'

and 703RR sports bike were unveiled. Both show machines looked more like concepts than production models, but now we can see the real version of the 703F via Chinese type-approval documents, which also reveal a new road-biased version of the same bike. Where the EICMA version of the 703F was a fully loaded model, complete with crash protection bars, auxiliary

lights and luggage, the approval reveals what the stripped down version looks like - and it's arguably improved by their removal, revealing a clean, uncluttered look.

The approval also includes specifications that weren't announced at EICMA. We now know that the 699 cc three-cylinder engine has a 70 mm bore and a 60.6 mm stroke, making it a relatively long-stroke design compared to similarly sized triples from other companies. That bodes well for its torque, but also suggests that Zontes' original plan to make a larger, 1,000 cc triple from the same basis is achievable by increasing the bore. According to the approvals, the



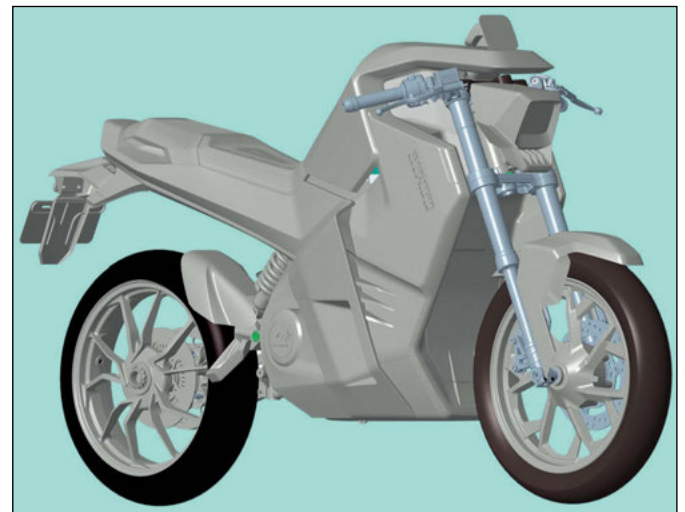
engine's peak power is 71.5 kW (96 hp), and the bike weighs in at 228 kg, including fuel. While the only versions of the machine officially shown by Zontes so far have had wire wheels, with a 21-inch front and 18-inch rear, the approval document also reveals a road-biased version with a cast 19-inch front and 17-inch rear wheel.

QJMotor electric roadster on the way By Ben Purvis

China's QJMotor has been growing at a phenomenal rate in the last couple of years with a fast-expanding model range that's soon to extend all the way up to a 1078 cc, MV Agusta-powered, four-cylinder superbike. But QJMotor also has an eye on the electric motorcycle market.

While several of QJMotor's most recent ICE-powered bikes have been attractive, and the upcoming 'Ten78' superbike has been designed with the help of former Benelli and MV design boss Adrian Morton, recently filed registrations show a new electric model that couldn't be described as beautiful. Undeniably distinctive, perhaps, but its shapes are not aligned to the kind of styling that we are accustomed to seeing.

Under the skin, the new model is based on the existing QJMotor OAO Pro, a 7 kW electric sports bike that's been under development for some time, but it takes a radically new approach to the aesthetic elements of the design. While fully faired electric bikes can easily follow existing design traditions, with their bodywork hiding the unconventional mechanical parts, making an electric roadster is a more challenging task. One option is to stick to conventions, using a dummy 'fuel tank' and packing the batteries into a block that sits where the engine would normally be found. But QJMotor's



designers are opting for another route by creating a machine that embraces its novel powertrain and moves away from the norm.

The high 'tank' section seen here is actually a cover over the batteries and electronics, and by rising higher than normal, it means there's more space for those parts. Rising above the height of the bars, it is extended forwards, over the top yoke to provide a mount for the instruments, which again breaks with convention. The small touchscreen dashboard appears to be designed to be able to fold down into the bodywork when the bike is parked, protecting its screen and giving a

cleaner look to the machine. The rest of the bodywork adopts an angular look, resulting in something that could easily come from the pages of a comic book. The bike's internal codename is 7000D-A, showing it's closely related to the OAO Pro, which is coded as 7000D. The '7000' relates to the wattage of the bike, equating to 7 kW or 9.4 hp, and for the 164 kg OAO Pro, QJMotor claims a top speed of 105 km/h (65 mph) and a 0-50 km/h time of 2.5 seconds. The 7000D-A, with the same mechanical parts, is likely to have similar performance.

Sources: AMID, IDN, FT, Reuters, PSB, MPN, BDN, MCN, AP, Bloomberg, MSNW, Electrek, electricmotorcycles.news, RideApart.com, Motor1.com, Cycle World, motorbikewriter.com

KTM-based Husqvarna Svartpilen 801

By Ben Purvis

It's been nearly a decade since Husqvarna - then freshly bought from BMW ownership into the KTM family by Stefan Pierer - showed its first modern Svartpilen and Vitpilen concept bikes. They've since become a mainstay of the brand in a variety of sizes, all using engines and frames borrowed from KTM's Duke range. With the Svartpilen 801, Husqvarna's neo-retro street scrambler enters a new market segment by becoming the **first two-cylinder bike in the Svartpilen line.**

The formula is unchanged. As with previous Svartpilen models in the modern era, Husqvarna has plucked a model from the KTM range - in this instance the **790 Duke** - and wrapped it in distinctive styling including the signature oversized, circular headlight to create a bike with a very different appeal to the angular Duke it's based on. On previous Svartpilen and Vitpilen models (the Vitpilen being a more street-biased, café racer-style version of the same styling theme), Husqvarna's tweaks to the riding position - with new tanks, seats, bars and pegs - have given them

distinctly different characters to the KTMs they're based on, and the Svartpilen 801 is likely to be no exception.

The engine is the 799 cc version of KTM's LC8c parallel twin, as used in the 790 Duke and 790 Adventure. KTM has also created 889 cc '890'

variants and, for 2024, introduced a completely redesigned '990' twin, but Husqvarna is sticking with the tried and tested original. It's putting out 77 kW (103 hp) at 9,250 rpm and 87 Nm (64 lb-ft) at 8,000 rpm, exactly matching the current 790 Duke, which was reintroduced by KTM last year in

Chinese-made form as a lower-cost alternative to the new 990 Duke.

The engine might be shared, but the Svartpilen has higher-spec suspension and equipment than the 790 Duke. Its forks are fully adjustable **WP Apex** 43 mm upside-down units similar to those on the 890 Duke R, paired with a compression and preload-adjustable rear shock, and there's a WP steering damper to tame the front end. The brakes, meanwhile, are the same J.Juan four-piston front calipers used by KTM, but wearing Husqvarna branding. Like KTM's Duke models, there's cornering **ABS from Bosch** with a switchable Supermoto mode that allows the rear wheel to be intentionally skidded. An 'Easy Shift' bidirectional quickshifter is standard, too, along with up to four riding modes.

Without fuel, the Svartpilen 801 comes in at 181 kg. Pricing sits it directly between the Chinese-made 790 Duke and the new, much faster 990 Duke, making it a direct rival to Ducati's Scrambler Icon and Full Throttle models, though with a substantial performance advantage.



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NEWS BRIEFS

The 38th edition of the Biker Fest International (9-12 May, 2024) at Lignano Sabbiadoro (UD) will feature an e-Mobility Village. This is the fifth year that the nearly 100,000 visitors to the traditionally custom motorcycle dominated event will have the chance to engage with 'electrics' in a 4,000 m² area dedicated to sustainable mobility in all its forms - including PTW test rides; www.bikerfest.it

PIERER Mobility has confirmed revenues of €2,661m (+9.2%) in 2023; EBIT of €160m (previous year €235m); EBITDA of €323.5m (-15.1%) at a margin of 12.2%; motorcycle unit sales of 381,555 (+1.6%) and bicycle sales of 157,358 units (+33%). At the end of 2023, the company employed some 6,184 people (+1.6%). In the 2023 financial year, €284.0m was invested in further growth, of which around €195.1m was invested in product development and tooling, €88.9m in plant and infrastructure. The research budget was 9.2% of revenue. The company rolled out 72 new and updated models across its three core brands in 2023 - with 280,206 KTMs sold, 67,462 Husqvarnas and 29,532 GasGas brand - plus the motorcycles sold by MV Agusta (1,852) and CFMOTO (2,503). European unit sales were 140,214 units (+15%). Sales in India were +29% (66,426); North America was -7.7% (101,277); South America was -26.4% (27,671); Asia was -27.3% (23,129) and Australia was +1% (19,478 units). Motorcycle registrations in the core markets of Europe rose strongly at +11% and also displayed a significantly positive trend in North America (USA & Canada) at +4%. In 2023, the market share of all three brands (KTM, Husqvarna, GasGas) was around 10.6% in Europe and 12.6% in North America. The Australian motorcycle market (including New Zealand) stagnated slightly with a 3% decline in newly registered motorcycles. Nevertheless, the total market share of the three brands increased to 21% overall. By contrast, as in the previous year, the relevant Indian motorcycle market is seeing a noticeable upswing (+22%). Bajaj sold around 66,000 KTM and Husqvarna motorcycles in India, resulting in a market share of 5.3%.

Kove 350RR parallel twin By Ben Purvis

Kove is a relative newcomer, even in its Chinese homeland, but the brand is pushing into multiple export markets including the USA and Europe - backed by a couple of high-profile entries to the Dakar rally to raise awareness.

The company is preparing a new 350RR parallel twin sports bike to replace its existing 321RR. Type-approval documents in China have revealed the new model in advance of its official launch, showing a lightweight 344 cc machine that's essentially a big bore version of the bike it will replace.

Kove's original 321RR took more than a little inspiration from **Yamaha's YZF-R3**, reverse-engineering the Japanese bike's 321 cc twin. Sharing the same bore and stroke as the Yamaha, as well as an identical 11.2:1 compression ratio, it achieved 39 hp compared to the R3's peak of 42 hp. With the new 344 cc version, Kove is looking to leapfrog the bike that inspired its design, moving from the original 68 mm bore and 44.2 mm stroke to a 69 mm bore and 46 mm stroke for increases in both power and torque.

The bike's type-approval shows the peak power is increased to 47 hp (35 kW), which could be a clue to European-focused plans for its future, as it meets the power limit for the restricted **A2 licence rules** adopted across the EU.

The 8 hp increase is more than might be expected from a mere 22 cc capacity increase, so might hint at more extensive changes inside the engine. The bike's homologated performance backs up the claim, though, with a top speed that rises from 170 km/h for the 321RR to 190 km/h for the new version.

The chassis and styling are unaltered, although the type-approval shows that a **Brembo** radial brake caliper will be offered as an option alongside the standard, Chinese make equipment. There appear to be no alterations to the suspension or the wheels and tyres, which remain 150/60-17 at the back and 120/70-17 at the front.

Since Kove also makes an unfaired version of the original model, dubbed 321R, it's logical to expect the upsized engine will also reach that machine as well.



While the use of reverse-engineered engines is frowned upon from some quarters, it's a shortcut that plenty of Japanese companies took during their formative years and a strategy that appears to be serving Kove well.

The company's range is currently topped by the 800X adventure bike, with a 799 cc parallel twin that looks very much like KTM's similarly-sized power unit. But Kove's own engine development capabilities have been demonstrated with the brand's 450RR sports bike, which carries a home-grown 443 cc inline four-cylinder engine with an impressive 70 hp (52 kW) on tap.

Brixton Storr 500 ADV By Ben Purvis

Shown as a concept model back in November 2022, the Brixton Storr 500 is finally heading to production, with the mass-made version having now been awarded type-approval in China. Like other Brixton models, including the Crossfire 500 and the range-topping Cromwell 1200, the Storr is to be **manufactured in China by Gaokin**, which also sells the Crossfire as the GK500 and the Cromwell 1200 as the GK1200 in its homeland. The production Storr 500 shown in the type-approval document is a bit of both, wearing the Brixton name across its headlight, but Gaokin branding on the engine.

While heavily based on the existing Crossfire 500, sharing the same parallel twin engine and a similar steel tube chassis, the Storr - named after a rugged rock formation on the Isle of Skye in Scotland - has a distinctive look of its own as the first ADV model to come from the Brixton brand. The production model is near-identical to the 2022 concept in terms of appearance.

Like the Crossfire 500, power comes from a 486 cc parallel twin putting out 47 hp (35 kW), placing it neatly into the **A2 licence category in Europe**, and putting it into direct competition



with machines like **Honda's NX500**. It sits in a steel frame, again similar to that of the Crossfire, with **KYB suspension** borrowed from the Crossfire 500 XC scrambler, along with the same **J.Juan brakes**, **Bosch ABS** system and the **XC's wire spoked wheels**, 19 inches at the front and a 17-inch rear.

The big differences come in the styling, with a larger fuel tank and a fixed front cowl and headlight, as well as a longer, stronger seat subframe to add more lugging ability. Black plastic frames on

either side of the fairing add protection and can be used as mounting points for luggage, along with a similar element on top of the fuel tank. On the 2022 concept version, the side frames were used to house a first aid kit, for example. The approval document confirms a 1,441 mm wheelbase and a relatively light curb weight of 209 kg. Being approved in China suggests Gaokin is gearing up for the Storr's production, and a showroom version of the Brixton-branded variant is likely to be revealed later this year.



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NEWS BRIEFS

Yamaha's R3 bLU cRU series is upgraded to FIM World Cup Status for 2024. The FIM Superbike World Championship's feeder class and previously known as the Yamaha R3 bLU cRU European Championship, has been upgraded to World Cup status and will now come under the global FIM umbrella. Launched in 2021 by Yamaha Racing it is designed to provide a structured and direct path into world championship racing for riders aged between 14 and 20 years old. Managed by Japan Italy Racing (JIR) and supported by the FIM and Dorna WSBK Organisation (DWO), the series forms an integral part of DWO's SBK Roadway program. This partnership between all parties has proven to be an effective and successful one, with a large percentage of the FIM Supersport 300 World Championship grid now made up of former bLU cRU riders. This new World Cup will be contested across 12 races at six European rounds of the 2024 FIM Superbike World Championship, and the overall champion will earn a supported ride in the 2025 FIM Supersport 300 World Championship provided by Yamaha Motor Europe.

A new CEO often does mean a change of direction and after what is generally regarded as a less than positive two-year experiment in Berlin, BMW Motorrad has announced a return to Garmisch-Partenkirchen for its BMW Motorrad Days 'Brand-Fest'. Slated for 5 to 7 July, the volte-face is described as "a response to the heartfelt desire of its fans all over the world for unadulterated motorcycle culture, a party atmosphere and unique riding experiences against a breathtaking Alpine backdrop". With its 100th anniversary celebrations now firmly in the rear-view mirror, "what better location for the "Year of the GS" than Garmisch-Partenkirchen with its magnificent surroundings, winding roads and nearby alpine passes. It is the ideal terrain for unique motorcycle rides especially with the legendary icon of adventure riding" states the BMW PR team! Indeed. Although some 80% of the KMs ridden by most all ASDV bikes are actually urban, congested downtown traffic and parking hassles aren't really the image they want to be identifying the GS with.

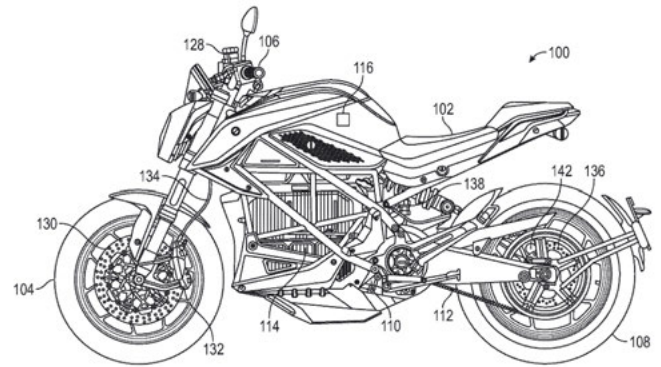
Zero pseudo-clutch could transform electric bikes By Ben Purvis

Almost every electric motorcycle is direct drive - the motor is permanently geared to the rear wheel via a single ratio - so there's no need for a clutch or gear shifter. But American EV pioneer Zero is considering adding a false clutch lever to its electric bikes to give them an extra dimension of controllability.

While the purpose of a clutch is simply to disengage drive from an engine to the transmission, so you can come to a halt without stalling, and to shift gears smoothly, in reality, riders use that left-hand lever in a much more subtle way. It's as important as the throttle, or even more so, when it comes to deciding how fast you get off the line when the lights go green.

It's used to moderate the amount of engine braking at the rear wheel when you downshift and can be invaluable in giving fine control during low-speed manoeuvres. When an experienced rider gets on an electric bike for the first time, it's the lack of a clutch lever, more than anything else, that is initially jarring.

While electric motors offer vast torque at low revs, without a clutch, you're at the mercy of a **pre-programmed torque curve** and **throttle response map** when it comes to



getaways, and changing the amount of regenerative braking available often means delving into the depths of menus hidden in the dashboard's user interface.

Zero's new idea, revealed in a patent application from the company, is to use a control that looks, feels and operates like a clutch lever, but doesn't actually involve fitting a real clutch between the electric motor and transmission. Instead, the **lever will operate a rotary sensor** that alters the amount of torque reaching the rear wheel, or back-torque from regenerative braking when the bike is decelerating, to mimic the response of a clutch. Pull the lever in and the power and torque to the rear wheel is cut, even when the throttle is wide open. Release it again and the

torque is returned to the wheel. That means riders with years of ingrained experience of balancing throttle and clutch controls will be able to get the same response from an electric bike, using the 'pseudo-clutch' lever alongside the throttle.

It's not just useful for the sake of familiarity, though, as it gives the ability to **control the throttle mapping on the fly** in a natural, instinctive way, and perhaps more importantly control the amount of regenerative braking on the rear wheel without switching between modes. And with relatively few additional components - most of the changes are software driven, not hardware ones - it's a system that shouldn't add substantially to prices.

Benda Napoleon 250 revealed By Ben Purvis

Benda is another of the many Chinese bike companies that are looking towards the global motorcycle market with exports to Europe and the USA, but it stands out from the competition thanks to innovative and unusual designs.

The brand came to prominence as the first Chinese bike maker to launch a four-cylinder machine a couple of years ago in the form of the LFC700 muscle-cruiser, followed swiftly by the more conventional LFS700, using the same engine. It followed those with the Dark Flag 500, the first Chinese bike to have its own homegrown V4 engine, and most recently impressed with the Napoleon 500, a V-twin bobber with exotic styling and a faux girder fork at the front.

Now there's the Napoleon 250, also packing a V-twin and sporting bobber design cues, but with a smaller engine and yet more innovation in the form of **unusual front and rear suspension**

designs. Official specs are thin on the ground, but the bike has been type-approved in China, revealing a peak power of 19 kW (25.5 hp) from a Benda-built 249 cc V-twin. It sits in a steel frame with a relatively long 1,545 mm wheelbase and an all-in weight of 182 kg. The styling follows the Napoleon 500, with a similar single-seat layout and retro-inspired proportions. However, where the larger bike uses upside-down telescopic forks hidden behind cowlings, giving the impression of pre-war girder suspension, the Napoleon 250's front end combines **elements of both telescopic and girders.** The main part of the front suspension is a pair of normal, right-way-up forks, but there's an additional casting mounted on the fork lowers, with extra external spring units on each side. Whether these are functional or simply cosmetic, like the larger Napoleon's fork cowlings, remains unclear at this stage.



The rear suspension is also unconventional. The triangular swingarm matches the angle of the main frame's upper rails, giving the **proportions of a hardtail**, but there's a coil-over shock on each side connected to an unusual **rising-rate linkage.** Most cruisers in this capacity class make do with very simple twin-shock rear suspension, not to mention parallel twin engines rather than V-twins, so it's surprising to see something so sophisticated on such a small bike. With other Benda models already available in several European countries, and NHTSA documents already filed in America, that indicate the company is entering the North American arena in 2024, there's a strong chance the Napoleon 250 will be a global model once it gets its full unveiling later this year.

Sources: AMID, IDN, FT, Reuters, PSB, MPN, BDN, MCN, AP, Bloomberg, MSNW, Electrek, electricmotorcycles.news, RideApart.com, Motor1.com, Cycle World, motorbikewriter.com

Triumph Rocket 3 Storm R and GT

By Ben Purvis

It's been 20 years since Triumph launched perhaps the boldest bike ever to wear the badge - the vast 2.3-litre Rocket III cruiser that leapt into the early-2000s cruiser capacity war and annihilated its rivals in terms of size and power.

Now in its second generation, the Rocket has just been given a substantial performance increase to become the Rocket 3 Storm.

To decipher that name, the 'III' of the original Rocket switched to '3' when the second-generation Rocket was

Triumph had previously offered a small run of handmade Rocket 3s, the 'TFC' (Triumph Factory Custom) model from 2019, with a similar output, but the Storm brings that performance level to mass production.

As well as the power increase, peak torque rises fractionally from 221 Nm to 225 Nm with the new tune, but Triumph hasn't felt the need to make big changes to the bike's chassis, styling or equipment. The 2024 Storm models get a more blacked-out look, with less chrome than before, as well



launched in 2019 with a new aluminium chassis and even larger 2.5-litre triple. The new 'Storm' name is added to all 2024-on versions to denote their power increase, which takes them from 165 hp to 180 hp at 7,000 rpm. Both the sportier 'R' and touring-biased 'GT' versions get the Storm treatment, and that new power figure means they now outgun the 177 hp Speed Triple 1200 that was, until now, Triumph's most powerful full-production bike.

Demonstrating one of the benefits of using a relatively low-stressed 2,458 cc triple instead of a highly strung, smaller-capacity motor, Triumph didn't need to make any mechanical changes to get the Storm's extra 15 hp. All it took was some remapping of the engine electronics, which simultaneously ensured the Storm meets the latest Euro 5+ emissions limits and, remarkably, makes the new version fractionally more economical than the previous Rocket.

as new wheels that are claimed to be 1 kg lighter than the previous design, improving handling, but the **Showa suspension** - 47 mm USD forks and a rear monoshock - is unchanged, as are the dual **Brembo M4.30 Stylema** four-piston radial front brakes, with an equally large M4.32 caliper at the back.

The Rocket 3 is still a heavy machine despite the 2019-on alloy chassis, and the 2024 versions come in at 317 kg for the Storm R model, with lower bars and mid-mounted pegs, and 320 kg for the more luxurious Storm GT with tall bars, heated grips, a screen, forward foot controls and a pillion backrest. Both have high levels of equipment, including cornering ABS and traction control via a six-axis inertial measurement unit, keyless ignition, cruise control and hill hold control, plus all the smartphone connectivity that's expected on modern bikes.



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NEWS BRIEFS

Readers of Motorrad Magazine in Germany have voted BMW's R 1300 GS the winner of the "Adventure Touring" category. Three M models took first places - the M 1000 RR in the "Sports Bikes" category, the M 1000 R scooped the "Power Naked" category (with the R 1250 R third) and the new M 1000 XR long-distance sports bike topped the "Crossover" category. The R 1250 RS was voted best "Tourer/Sport tourer" again. The new R 12 nineT was second in the "Modern Classics" and the R 18 came home third in the "Chopper/Cruiser" category, with the electrically powered, emission-free CE 04 making the podium in the "Scooter" category.

Tickets have already been on sale for a while now for the 2024 World Ducati Week (WDW) at the Misano World Circuit "Marco Simoncelli" and the Adriatic Riviera from 26-28 July. The 12th edition and the most popular of the 'Brand-Fests' staged in Europe, the highlight will be the "Race of Champions" in which Ducati riders will compete on the track in a world-class race. Admission to the event is free for accompanied minors up to the age of 18, for all participants coming from Asia, Africa, Americas and Oceania, and for people with disabilities and their accompanying persons.

LiveWire Mulholland

By Ben Purvis

The still largely Harley-Davidson-owned LiveWire brand remains one of the most ambitious (and controversial) entries to the electric motorcycle market yet and, with the new S2 Mulholland, it adds a third model to its range and a second derivative of its clever Arrow modular motorcycle platform.

While the LiveWire One, formerly known as the Harley-Davidson LiveWire, remains the flagship model in terms of price and performance, it's getting old in terms of electric bikes and the Arrow platform that underpins the S2 Del Mar and the new S2 Mulholland points to the future pathway the company is likely to follow. With the Mulholland, LiveWire expands its appeal with a **city-oriented machine** with a more laid-back style than the flat-track inspired Del Mar.

Mechanically, the modular nature of the S2 platform means the Mulholland doesn't stray far from the Del Mar, with the same 84 hp (63 kW) electric motor that puts out a remarkable 263 Nm of torque. The 10.5 kWh battery is the same, too, with identical charging times as the Del Mar - ranging from 78

minutes for a 20%-80% charge on a Level 2 charger to 9.1 hours for a 0%-100% refill via a slower Level 1 socket. The differences come in the Mulholland's looks and geometry. Where the Del Mar has 19-inch wheels at both ends, the Mulholland has a **19-inch front and 17-inch rear**, the latter fitted with a 180/55-17 **Dunlop Roadsmart** that's 40 mm wider than the Del Mar's 140/80-19 rear Dunlop DT-1. At the front, the Mulholland gets a relaxed 29 degrees of rake, 5 degrees more than the Del Mar, contributing to a 1,468 mm wheelbase that's 15 mm longer than the older bike.

The suspension is different, too. The 43 mm upside-down forks are listed as being **Hitachi** supplied, compared to the Del Mar's Showas (**although Showa is a Hitachi subsidiary**) and the rear monoshock is also a Hitachi unit. The Mulholland's drooping tail makes for a lower rear end, dropping the seat height from 785 mm to 768 mm.

Despite the identical power units, the Mulholland is claimed to have a slightly longer range at city speed than the Del



Mar, covering up to 195 km between charges - 13 km further than its sister model under the same conditions. At highway speeds, it manages 117 km before the battery is flat. Meanwhile, the acceleration and top speed are both fractionally slower than the Del Mar, suggesting the Mulholland has taller gearing.

Unlike the two-seat Del Mar, the **Mulholland is a single-seat design** without any pillion pad or passenger pegs, and the styling is revised with a lower rear end, shorter dummy 'fuel tank' section ahead of the seat and circular headlight, as well as taller bars. It's lighter than the Del Mar, too, coming in at 196 kg against 198 kg for the existing model.

The Mulholland is likely to reach dealers in the U.S. market first, but will be shipped to LiveWire dealers globally eventually.

Alpinista - an electric ADV?

LiveWire has filed trademark applications to use the name 'Alpinista' on a future motorcycle model in a move that points clearly towards an upcoming electric adventure machine. The Alpinista looks likely to be the next addition to the range - meaning 'mountaineer' in Italian and Spanish, it leaves little doubt that the bike it will be fitted to will have at least some level of

off-road ability.

It's almost certain that the Alpinista will be developed on the same **modular 'Arrow' platform** that's used for the S2 Del Mar and S2 Mulholland. There's a strong chance the Alpinista will be another 'S2' bike with the same components - maximising parts commonality and minimising R&D and tooling costs while expanding the



range into a new market segment. Later, LiveWire intends to add an **'S3' version** of the modular platform to the range, to use on smaller, cheaper electric bikes. It's currently developing that platform in partnership with **KYMCO**. After that, a new **heavyweight 'S4' platform** is planned to create a range of large bikes to supersede the LiveWire One.



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Zonsen 150 cc minibikes take aim at CFMoto

By Ben Purvis

For the last decade, Honda's MSX125 Grom has demonstrated that there's a thriving market for small-wheeled minibikes with a focus on fun, and rivals are starting to emerge as other brands try to muscle in on the scene.

CFMoto's Papio was an early one and the same company's retro-styled XO Papio Racer and XO Papio trail raise the bar. Now Zonsen is aiming to take slice of the action with a pair of new ZS150 models.

Europe doesn't currently get the CFMoto machines as both XO Papio models come in at 126 cc - just missing out on the learner-legal limit. But in the U.S. market, where they're called the Papio SS and Papio CL, they're proving popular thanks to low pricing and retro looks that have more contemporary styling than the more expensive Honda Grom.

Zonsen's new ZS150-A and ZS150-B models have been revealed in Chinese type-approvals, but the company supplies bikes to markets all over the world under a variety

of brands. By the time these models reach showrooms, they're sure to have better names; Papio, for instance, is derived from the Chinese term for baboon - clearly a spin on Honda's Monkey and Gorilla models - and the CFMoto ZS150 machines have pandas on their fuel tank badges, suggesting they might carry a panda-related title.

Like the XO Papio models, the ZS150s are set to come in two variants, a faired model and a trail version. Just as the XO Papio models both share distinctive twin headlights, the ZS150s make sure they're immediately recognisable thanks to an unusual headlamp design. A ring of LEDs forms a daytime running light, which isn't odd in itself, but becomes distinctive here because there's nothing in the centre of the hoop - the air passes straight through it. The main headlight is housed in a small lozenge-shaped section that bisects the bottom half of that ring. Spec-wise, the bikes each use a 149 cc air-cooled single, so like



the XO Papio models won't be suited to European learner limits unless additional, sub-125 cc versions are created. The engines make 7.8 kW (10.5 hp), a fraction up on the 7 kW (9.4 hp) of the Papios and the 7.4 kW (9.9 hp) that the Grom can muster.

Like their rivals, they run on 12-inch wheels and use upside-down forks. The Chinese approval documents show the naked 'A' version weighs 120 kg, while the 'B' model is 121 kg, both a fraction heavier than

the 114 kg CFMoto XO Papio machines and substantially more than the 103 kg Grom. Top speed is listed as 95 km/h (59 mph).

Although the 149 cc engine in the Chinese-marked version of the bikes makes them unsuited to European markets, Zongshen has a wide array of engines in its armoury including 125 cc air-cooled singles, so making Euro-suited versions of the new models would be relatively simple if the company decides there's enough demand.

QJMotor SRT550 SX reaches Europe

By Ben Purvis

If one design lies at the heart of the success that China's QJMotor has seen over the last few years, it's the parallel twin adventure bike platform that forms the basis of the **Benelli TRK502** and the QJMotor SRT550.

Now the company has updated that idea with the SRT600 - which is already heading to some European markets under the name SRT550 SX. The TRK502 has been a breakthrough model for the Benelli brand, establishing itself as a regular best-seller in the Italian market, and essentially the same chassis and engine forms the basis of the Chinese QJMotor SRT550, as well as the **now cancelled MV Agusta Lucky Explorer 5.5** that was briefly intended to become an affordable entry point to that brand, but was cancelled after KTM's parent, **Pierer Mobility**, took a stake in MV.

The new SRT600/SRT550 SX - both bikes are the same, despite the different names - carries over essentially the same engine but with

substantially more performance, and wraps it in a new, lighter chassis and much more accomplished styling.

Power comes from the 554 cc version of QJMotor's long-running parallel twin engine, which was the same unit originally destined for the MV Agusta Lucky Explorer 5.5. It has a 70.5 mm bore and 71 mm stroke, up from 69 mm and 66.8 mm in the 500 cc Benelli TRK502, and power rises to 45 kW (60

hp) for the Chinese-spec model, and a slightly lower 41.2 kW (55 hp) at 8,500 rpm for the initial European version of the bike, on sale now in Italy at an affordable €5,290. Either way, an improvement over the 35 kW (47 hp) of the previous version.

The bike's weight is down, too, from 235 kg to a much more appealing 215 kg, and peak torque rises from 51 Nm to 54 Nm at 6,000 rpm.

Two versions have been developed, one with wire wheels, the other with alloys, both using a 19-inch front and 17-inch rear for a street-biased adventure style that still has an element of off-road utility usability. The frame is new, and the brakes - four-piston calipers on dual 320 mm discs with **Bosch ABS**.

The styling is a significant step forward. Where the previous SRT550 adopted ADV clichés including a 'beak' below the headlight, the new SRT550 SX is a more confident design. The entire upper fairing is transparent, with a windscreen that also covers the central headlight - a light that's assisted by two additional units, each made of four separate LEDs, on the sides of the fairing. Despite its modest engine capacity, it's a large bike - that seat is 805 mm high and the fuel tank carries 20 litres, both slight increases compared to the earlier SRK550.

At the moment, the SRK550 SX only appears to be available in Italy, and the near-identical SRK600 in China.



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NEWS BRIEFS

BMW Motorrad Motorsport has been engaged in a bout of "strategic realignment" with a new management structure featuring Sven Blusch taking over as the new head of BMW Motorrad Motorsport in June with Marc Bongers fully concentrating on the operational management and rider engagement in the FIM Superbike World Championship (WorldSBK) and FIM Endurance World Championship (EWC).

Known for its patented motor technology, in the USA Finland based Verge Motorcycles has been named to the 2024 edition of the prestigious list of the World's Most Innovative Companies. Produced annually by 'Fast Company', "this year's list shines a spotlight on businesses that are shaping industry and culture through their innovations. These organisations are setting new standards and achieving remarkable milestones in all sectors of the economy". Highlight of the well-received suite of Verge tech is the integration of their rim motor inside the rear wheel. Their new 'Starmatter' software and intelligence platform is said to bring software updates, sensor technology, artificial intelligence, and advanced user interface into motorcycling for the first time. At the Consumer Electronics Show at Las Vegas in January this year, Verge additionally announced that it had upgraded its flagship model - the Verge TS Ultra bike - with Starmatter Vision features, including cameras and radar, that make it the world's first motorcycle with a sense of sight. Next up will be bringing you a cup of coffee in the morning before whisking you off to work.

Voge RR660S four-cylinder Supersport bike

By Ben Purvis

The four-cylinder 600 cc Supersport class dominated the European motorcycle market throughout the 1990s, before the dawn of the adventure bike boom, and while the Japanese machines that ruled the category 30 years ago have moved upmarket and become less practical - with diminishing sales as a result - the Chinese industry is now stepping in to exploit that market space.

We've seen several Chinese four-cylinder machines in the circa-600 cc class over the last few months, and now Voge - the luxury, export-targeted arm of **Loncin** - has type-approved its RR660S, which is on the verge of production.

Voge previewed the bike last year at the Beijing motorcycle show, wearing the name RR666S, but didn't reveal its specifications. The approval documents show a slightly toned-down production version, wearing less flamboyant paintwork and with a dual-sided swingarm instead of the show bike's single-sided version. More importantly, the documents fill in the gaps when it comes to the bike's key technical details.

The engine is confirmed to be built in-house by Loncin, wearing the codename LX467MT. Those numbers reflect its four-cylinder layout and 67 mm bore. The exact capacity is 663 cc, indicating that the stroke is 47 mm. The figures hint that the engine, like several other new Chinese-made fours, may be a reverse-engineered version of **Honda's CBR650R**



design, which also has a 67 mm bore but 46 mm stroke for a 649 cc total capacity.

The Loncin-made engine is certified to make 74 kW (99 hp), which is the same figure claimed for the concept version shown last year. The type-approval shows that it's enough to power the bike to a top speed of 230 km/h (143 mph).

It's not just the engine that may owe a debt to Honda's designs. The bike's wheelbase is listed at 1,450 mm, the same as a CBR650R. The frame appears to be aluminium rather than the steel design used on the Japanese bike, but even so, the Voge comes in at 215 kg, which is six kilos more than

the Honda.

At the moment, Honda's CBR650R is the only remaining four-cylinder Japanese sports bike that's designed as an all-rounder, competing in a growing market segment that also includes several twins - the **Suzuki GSX-8R** being the latest addition - and **Triumph's new Daytona 660 triple**.

China, however, has several upcoming models that will compete in the same segment, including not only the Voge RR660S, but Zongshen's four-cylinder RC680R, QJMOTOR's SRK800RR and **CFMoto's three-cylinder 675SR**, which is due later this year.

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Piaggio 2023 - global PTW sales down, but highest ever net profit

For its 2023 financial year (the period to December 31, 2023), Piaggio reported Group consolidated net sales of € 1,994.6m (-4.4% from €2,087.4m in 2022). In geographical terms, turnover made a strong improvement in India (+14.9%), was unchanged from the previous year in the EMEA and Americas area, but softened in the Asia Pacific area (-23.8% at constant exchange rates). The industrial gross margin was

€574.7m, an improvement of 3.6% (€554.9m in 2022), for a return on net sales of 28.8% (26.6% in 2022). Group operating expense for 2023 was € 394m (€ 396.2m in 2022). Consolidated EBITDA was €325m, **the best ever recorded**, up by 9% (€298.1m in 2022). The EBITDA margin was 16.3%, with EBIT of €180.7m, a rise of 13.8% (€158.7m in 2022). The EBIT margin was 9.1%. Pre-tax profit for the year



Piaggio Group CEO Michele Colaninno (seen here left with brother Matteo) said: "With each quarter, the global macroeconomic scenario is becoming more difficult to interpret and very unstable, and this situation will continue through the current year. That said, 2023 saw Piaggio consolidate its market position here in Europe and the USA, saw a slowdown in Asia and a healthy recovery in India. Against this background, the Piaggio Group closed the year with a record net profit of €91.1m, its best result ever."

was €135.3m, an increase of 6.4% (€127.2 m in 2022). The Piaggio Group reported a **net profit for 2023 of €91.1m, also its best result ever**, with growth of 7.3% from €84.9m. In the year to 31 December 2023, the Piaggio Group sold 559,500 vehicles in total worldwide (625,500 in 2022). **In PTW terms, the Group sold 436,300 two-wheelers**

worldwide in 2023, generating net sales of €1,535.9m (516,200 two-wheelers were sold in 2022, for net sales of €1,683.8m). Turnover on two-wheeler sales was stable (+0.9%) in the EMEA and Americas area, with particularly **healthy performance on the Italian market (+8.7%)**, followed by the American market (+3%). Sales slowed in India and in the Asia Pacific region.

In the **scooter sector**, the **Piaggio Group had a 22.4% share of the European market** and a 29.7% share of the North American market. In North America, the Group continued work to consolidate the sales of Aprilia

and Moto Guzzi models. Highlights in the scooter sector were the Piaggio Beverly and Piaggio Medley high-wheel models, and the turnover growth for Vespa scooters in the EMEA area.

In the **motorcycle sector**, the market responded strongly to the **Moto Guzzi V100 Mandello** and showed clear interest in pre-booking for the new **Moto Guzzi Stelvio**. At Aprilia, the new 660 cc engine demonstrated outstanding versatility, taking Italian moto rally champion Jacopo Cerutti to a new **victory in the famous Africa Eco Race, on an Aprilia Tuareg 660**. The Aprilia RS 660 sports bike took two riders to podium places in the Twins Cup class of the MotoAmerica championship.

In commercial vehicle terms, the Piaggio Group reported 2023 sales volumes of 123,300 vehicles, up 12.8% (109,300 in 2022), for net sales of € 458.7m, an improvement of 13.6% from €403.7m in 2022.



Kawasaki 2023 global wholesale units -16.56

For the nine months to December 2023, Kawasaki has confirmed global wholesale motorcycle shipments at 131,000 units, down by -16.56% from the 157,000 units wholesaled in the year-ago period.

For Europe, the company said that as the retail market continues to move on and recover from the worst of the



impacts of Covid19, it is seeing its market share in Europe increase as its supply capacity recovers from the multifaceted shocks that all manufacturers have been affected by.

In the U.S., Kawasaki says "our share of the retail market is growing, and the market remains strong. Dealer inventory is sufficient, and each company is strengthening sales promotion.

"Our U.S. four-wheeler market share growth is expected to continue, despite a temporary decline due to the rebound from the strong demand seen as a

result of the pandemic", but Kawasaki acknowledges that while utility models have "held strong" in the U.S., demand for recreational models has softened.

Kawasaki says that the sports segment has remained weak in Southeast Asia and that despite some recovery, supply chain risks continue to have an impact on production.

Yamaha - record-breaking 2023

In announcing Full Year 2023 financial results (the year to December 31, 2023), Yamaha Motor Co., Ltd. CEO Yoshihiro Hidaka is quoted as saying that "in fiscal 2023, we set new records for consolidated net sales and operating income. As demand for outdoor recreation slowed, primarily in developed markets, it remained strong for our core products of motorcycles and large outboard motors.

"Our efforts to counter rising costs by passing on prices and the weak yen contributed to us posting higher sales and profits." For 2024, Yamaha expects to set further new records and to see "improved supply of premium motorcycle and scooter models in emerging markets. We expect to clear the financial indicators of our three-year Medium-Term Management Plan (2022-2024).

"As we up the pace and tackle transformational challenges toward realising our long-term vision of "ART for Human Possibilities: Let's strive for greater happiness", we will endeavour to deliver Kando [a Japanese word for the simultaneous feelings of deep

satisfaction and intense excitement that we experience when we encounter something of exceptional value] and answer the expectations of all our stakeholders."

Net sales were 2,414.8bn yen (an increase of 166.3bn yen or 7.4% compared with the previous fiscal year) and operating income was 250.7bn yen (an increase of 25.8bn yen or 11.5%). Ordinary income was 242.0bn yen (an increase of 2.7bn yen or 1.1%) and net income attributable to owners of parent was 164.1bn yen (a decrease of 10.3bn yen or 5.9%).

"These figures once again reset the company's record for net sales and operating income.

"Net sales rose thanks not only to healthy demand for motorcycles, but also increased supply volumes resulting from supply chain operations returning to normal and improvements with logistics, production issues and other areas. Operating income increased due in part to higher unit sales, but also from the greater effects of passing on prices to offset the soaring costs of raw



materials and more, and the benefits of a depreciated yen.

"For the motorcycle business, demand in Europe and North America was robust and also grew in many emerging markets, primarily in Asia, with the exception of Vietnam and China, which are suffering from prolonged sluggish economies. Higher unit sales in Europe, North America and in emerging markets - namely Indonesia, India and Brazil - resulted in higher net sales for the business. For operating income, the company

brought in higher profits mostly thanks to these higher unit sales, but the benefits of passing on costs and a weaker yen also contributed".

With recreational vehicles (all-terrain vehicles, ROVs and snowmobiles), the boom in outdoor recreation has passed and as demand has slowed, so have unit shipments. On the other hand, the company's U.S. factory was also facing issues last year, but production efficiency improvements, together with the added gains from a weaker yen, gave the business higher sales.

Ducati unit sales -5% in 2023

Ducati closed 2023 with 58,224 motorcycles delivered to customers worldwide - a result that places the past year as the third best in the company's history in terms of sales, albeit marked by a slight decrease of -5% compared to 2022 (61,562).

Italy remained its strongest market, Ducati followed with the United States second and Germany third - recording its best sales performance in BMW's home market for the second consecutive year.

"Due to a complex market situation, China dropped from being our fourth strongest market in 2022 to sixth position at the end of 2023 (-47%," said Francesco Milicia, Ducati VP Global Sales and After Sales.

"At Ducati we love to create high-end,

sophisticated and technologically advanced bikes with distinctive design for all those Ducatisti that want an exclusive and prestigious product. Over 2023, the product range has been highly appreciated by enthusiasts all around the world. Limited and numbered editions such as the Ducati Streetfighter V4 Lamborghini sold out in a very short time, establishing themselves as true collector items of great value.

"The same has happened with the Ducati Diavel for Bentley and the Panigale V4 SP2 30° Anniversario 916, presented at the end of last year."

In terms of model mix, the Multistrada V4, in all its versions, is again Ducati's best-selling motorcycle (10,480 units), followed by the Scrambler Ducati 800

family (7,010 units) and the Monster (6,854 units).

"The Diavel V4, based on the V4 Granturismo engine, saw 2,883 bikes delivered in 2023. In addition to that, all the limited and numbered Ducati Diavel for Bentley - a new collector's edition model born from the collaboration between Ducati and Bentley and presented in the context of Art Basel in Miami - have already all been assigned.

"Ducati enthusiasts are confirming their appreciation also for the iconic Panigale V4, based on the V4 Desmosedici Stradale engine, which registered a growth in deliveries of +16% over the past year.

"The Panigale V4 represents the most sophisticated and highly technological superbike in the Ducati range, which benefits the most from the continuous exchange of know-how from the racetrack to series production models".

Racetracks all over the world saw Ducati triumphing in 2023, becoming World Champion in MotoGP, WorldSBK and WorldSSP. To celebrate these victories, Ducati presented five special Panigale in a limited and numbered edition with a special livery inspired by that of the Ducati Champions and dedicated components.



Francesco Milicia, Ducati VP Global Sales and After Sales



WINNER DNA



Pistons chosen by Factory Teams

- *Beta Racing Enduro Factory*
 - *Beta MRT MXGP Factory*
- *Fantic Factory Racing MXGP, MX2 & EMX125*
 - *Fantic Factory Team Enduro & JR*
 - *Honda HRC MXGP & MX2 Factory*
 - *Honda Red Moto Enduro Factory*
 - *Jolly Racing Husqvarna*
 - *Kawasaki KRT MXGP Factory*
- *KTM Racestore Factory Rookies EMX125*
 - *Sherco CH Racing Factory*
- *Yamaha Monster Energy MXGP & MX2 Factory*
 - *Yamaha JK*
 - *Yamaha MJC EMX125 Factory*
 - *Yamaha MPE Joansson*
 - *TM Boano Enduro Factory*
- *TM L30 Racing SuperMoto Factory*

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Supersprox - adding 'price-point' value for dealers

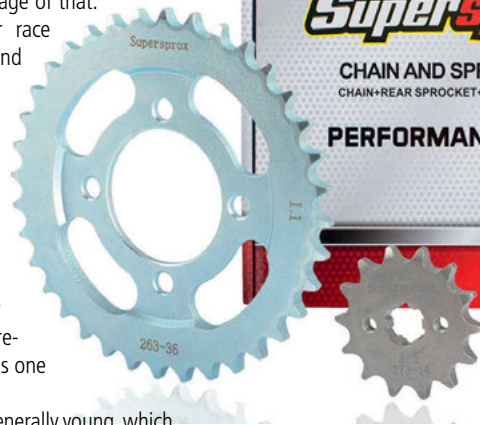


Supersprox continues to focus on its racing activity and celebrated no less than seven additional world champions in 2023 - all racing with Supersprox sprockets. CEO DJ Maughfling told IDN: "We have had great success for many years with racing at the world championship level and our distributors are able to take advantage of that. The brand image is strong, and our race credentials translate into off-road, MX and on-road sales for our dealers.

"We further added to our recently introduced 'Performance Range' in April with a Yamaha YBR125 chain and sprocket kit. This bike is selling very well in the second-hand market, and if a dealer has product that gets the price-quality equation right, we have seen that the market for replacement sprockets and chain on pre-owned small displacement motorcycles is one that dealers can sell well into.

"However, the riders of these bikes are generally young, which makes them price sensitive, but invariably they will also be brand focused. New sprockets and chains are one of the primary replacement parts that buyers of pre-owned units will buy straight away, and young riders will always prefer to buy something connected to racing and famous riders. Young riders want to run with the brand that their heroes win with." DJ has always been a seasoned analyst where market conditions, trends and opportunities are concerned, and his view is that with the global economy in a stable "but quite flat position", it is quite likely that "the deluge of motorcycles sold during the period 2021-2023 will remain in use for an extended period".

"In times such as this, riders are always going to gravitate towards motorcycles that give them low-cost transportation and running costs. Right now, there is a lot of energy from the established brands to reduce the cost of their vehicles - they are working especially hard to make sure they get their share of the growth in the young-rider market that has been triggered in certain key markets by PTW licencing regulation



changes in key markets.

"From price-point motorcycles from the growing numbers of Far Eastern joint ventures to leveraging those licence changes and taking advantage of the value proposition offered by pre-owned units, dealers can benefit from the changes in the global market and with the aftermarket adapting to add further value to those sales. That is where our new 'Performance Range' gives dealers an edge with one of the easiest to sell entry-level and pre-owned upgrades."

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Kappa RB100RS 'Eco Rambler' side bags



Unveiled at EICMA 2023, the new line of 'Eco Rambler' soft bags "embodies the sustainability values that the Kappa brand has been steadily pursuing for the past couple of years". Making products with a reduced environmental impact, without sacrificing attention to technical and aesthetic details, is the 'mission' of the Kappa brand by introducing various accessories in a range of upgraded materials.

Available in military green with a "clean and classic" design, this line is made mainly using recycled nylon. 'Eco Rambler' is currently composed of five models aimed at Café Racer riders: a capacious saddlebag, a tank bag, a leg bag, a single side bag (convertible into a backpack) and the RB100RS side bag.

"Spacious but not bulky, these bags offer a capacity of 14 litres each and can quickly be fastened under

the saddle and to the seat by means of four adjustable straps and can also be carried cross-body thanks to a length-adjustable shoulder strap".

The main body is made of 470D recycled nylon, while the inner lining is made of waterproof non-dyed 190T nylon, to avoid water, energy and dye waste. Water resistance is enhanced by the roll-top hermetic closure with metal straps and buckles. The other materials that make up the RB100RS are non-slip PVC on the back to protect the bike's fairing, a flame-retardant fabric on the bottom and ultra-light PE Foam for internal support.

Several technical details include two large side pockets with flap closure and a front pocket with button, convenient M.O.L.E. system on the front and a ring system on the back to adjust the position of the bag on the vehicle as well as numerous



attachment D-rings made of recycled PP. The dimensions are 28 x 35 x 15 cm (LxHxD).

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GP-Racers Choice pistons

In the January/February edition of IDN, we wrote about Vertex racing wins in 2023. This has put Vertex "in the holeshot" when it comes to getting an entire collection of pistons for 2 and 4-stroke engines updated for the 2024 motorcycle models.

For 4-strokes, Vertex Replica, High Compression and Big Bore ranges are led by its hot forged, high-strength aeronautical alloy, high-performance GP-Racers Choice pistons - designs that stand out for their exclusive F1 derived shape with internal support crosspiece, racing profile and head design that allows maximum compression ratio, improved low-end torque and optimised durability.

Coated with molybdenum disulfide to guarantee smoothness and resistance to wear, the high-performance piston assembly

is completed with a DLC-coated piston pin, anti-rotation retaining rings, and new PVD treated (rather than chromed) segments that increases performance and reduces environmental degradation.

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Barkbusters handguard options



2024 BMW F 900 GS Enduro

The latest handguard additions to the Australian made Barkbusters range include options for the 2024 BMW F 900 GS Enduro and CF Moto 450 MT. Its proven two-point mounting hardware for advanced impact protection comes as model-specific applications for a range of Barkbusters' popular handguard options, including its 'JET', the 'VPS', 'STORM' and 'CARBON' handguards.

Available in a selection of brand-compatible colourways, the manufacturer warns that "dealers and riders should be beware - inferior single-point mount products are not designed for impact protection". The company says that if impact protection is required, dealers and riders should "choose from our two-point mount options".

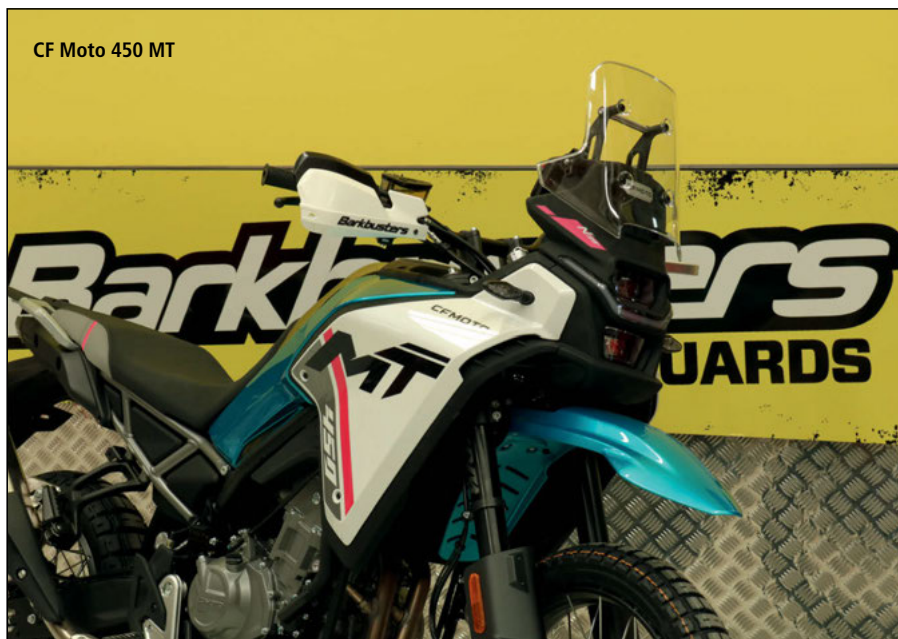
"The Barkbusters brand of handguards has been designed and manufactured in Australia since 1984. Our dedicated team of motorcycle enthusiasts are committed to a vision of ongoing development and innovation of new products, and we continue to manufacture to the highest possible standards.

"Our superior design and quality are world

renowned. So much so that we produce handguards for OEM customers both in Australia and internationally. We incorporate style, strength, durability and ease of fit into the design of all our products, and selecting the right pair of 'Barkbusters' for your customers' bikes is easy with our comprehensive application list and large range of guard options.

"Choose our range of interchangeable guards to suit the varying weather conditions, changing seasons and riding style - the larger the guard the more protection from the elements and wind chill".

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WRP OEM upgrade Z-ring chains and rear sprockets

This 'Made in Italy' 520LZR series chain by WRP is described as "a high-quality OEM upgrade that is designed to work with off-road race bikes from 125 cc to 450 cc.

"Providing high performances under every extreme condition, the construction reduces friction as the Z-ring actually rotates between the chain plates instead of being compressed like a normal O-ring. The result is that the Z-ring disperses pressure and minimises power loss".

It is made with four contact points for greater sealing, which also ensures improved wear resistance. Featuring chromoly steel construction

with seamless rollers and bushings, alloy steel pins with special heat treatment provide increased thermal fatigue resistance and the gold outer finish prevents corrosion.

"The perfect combo comes with our WRP aluminium rear sprockets. Made in Europe from billet 7075-T6 aluminium alloy for high strength and low weight, these sprockets feature self-cleaning grooves to prevent mud build-up and an anodised finish for less wear and increased lifespan".

Available for all the most popular off-road racing bikes with several tooth options.



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Matris for Moto Guzzi V100 Mandello



Italian suspension specialist Matris has added to its applications list with a complete set of fully adjustable front and rear suspension options for the 2022 Moto Guzzi V100 Mandello V-twin Sport Tourer.

At the front, Matris recommends its F25R and F20K hydraulic cartridge kits, featuring the award-winning asymmetric quad-valve system.

Fully adjustable in compression, rebound and spring preload, these kits replace all of the fork's stock internal parts, for a 100% 'plug-and-play' fully reversible install without any modifications to the OEM front fork.

At the rear, Matris offers a choice between its top-of-the-range M46R shock absorber and more economical M46K and M46KD options. All are multi-adjustable and equipped with a hydraulic spring preload unit (knob), to allow quick and easy setting changes.

As is usual with Matris suspension product designs, front and rear suspensions are available with different spring rates to allow the ride to be tuned for rider weight and use, with the rear shocks additionally available in the popular Matris 'Dark Version' with



black spring. Additional new set-up options from the Vicenza based manufacturer include for the 2023 Honda XL 750 Transalp and Suzuki GSX-8S, plus for the Yamaha XSR 900.

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BAAS battery isolator switch and mount

Abstatt, Germany based motorcycle electronics component manufacturer BAAS Bike Parts was founded in 2001 to specialise in "the development and distribution of innovative and universal motorcycle accessories".

Founder Dirk Baas says that "all our products are manufactured to high-quality standards, and we target to produce as much as possible here in Germany - our 'Made in Germany' content is currently around 50 percent.

"Our mission is to develop specialty components and kits for all aspects of the electrics on a motorcycle - replacement parts and accessories that are difficult to source or simply not available elsewhere as individual items."

A classic example of the BAAS Bike Parts programme



BA18Z

disconnect the onboard electronics of the battery during long periods in order to reduce battery drain by onboard systems such as the ECU computer, clock, USB sockets etc.

The battery separation can also be an additional theft protection measure - the enclosed bridge cable (200 mm) means it has versatile mounting options anywhere between the battery negative (-) terminal and the vehicle electrics.

Also seen here, BA18Z is a mounting accessory, consisting of a 200 mm cable extension, screw set and heat shrink tubing, and the accu plus cable can also be extended to find a good position for the battery switch BA18 in the narrow battery space.



BA18

is its BA18 battery switch - a fully insulated battery master switch for bikes, scooters and quads max. 160A - 12V for 10 seconds. It allows dealers, their workshop technicians and motorcycle owners to

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www.baas-parts.de



GPR Tech - Yamaha Ténéré 700 top case and rear rack

Leveraging its ISO 14021 certified circular economy parameter compatible production technology, Italian exhaust specialist GPR Italia has successfully diversified into the luggage market, initially focused on hard cases for ADV style applications. Designed with a model-specific rear rack for the Yamaha Ténéré 700, these new 'ALPI-Tech' cases by GPR Tech are available in 35, 45 and 55 litre capacity, in black or silver, and equipped with a high quality internal protective lining. The rear rack is stainless steel, made and painted in black in Italy at the GPR factory near Milan.



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Regina - advanced Enduro competition chains

The latest new products to come out of Regina's northern Italy headquarters are these precision-engineered, high performance 520/135ZSE and 428/126ZSE Enduro chain options.

The ZSE's Z-ring flexes into place as the chain is assembled, creating a spring effect that keeps a durable, strong seal over time - trapping lubricant between the plates to reduce friction and keep the chain running smoothly.

"The result is the best light-running chain available on the market today," says Sales Director Federico

Gualdi, "giving riders the advantage of sapping less power in the drivetrain - resulting in a competitive edge on the track.

"Crucially, the Z-ring's low profile allows the ZSE to be built to a narrow spec. Even with the security and longevity of the seal, the ZSE's width is within half a millimetre of some unsealed chains - this means that the ZSE can be used on machines where a normal O-ring chain might not fit."

Regina made sure to apply its knowledge and experience to the advanced design and specification of the rest of the chain's components too. For example, the plates on the ZSE are high-carbon alloy steel, shot-peened and gold colour, with solid bushings and high-quality materials used throughout.

Each box of the 520 version will have three connecting links included: one quad rivet type, one chamfering rivet type and one clip type for easy fitting.

"The 520 ZSE chain has been engineered and developed alongside top Enduro racing teams around the world, which is why this chain is already OEM equipment on many off-road models such as



the entire Husqvarna, GasGas and TM ranges". Manuel Lettenbichler, competing for the Red Bull KTM Factory Racing, won each single race of the Hard Enduro Championship in 2023 using Regina 520/135ZSE - "a proof of reliability and performance for top riders as well as any amateur enthusiast".

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Barnett K22 and C22 Friction materials

"Always on the cutting edge of clutch technology for the past 75 years," California based Barnett Clutches has announced new K22 Kevlar and C22 Carbon clutch friction materials. Barnett was the first to introduce Kevlar based friction plates to the industry back in 1991.

Over the years improvements were made to the Kevlar friction material formula that Barnett was developing, with the latest being the new K22 material. In addition, the new C22 Carbon based



friction material lineage goes back to its introduction in 2000 - another first for the industry. These materials are made exclusively for Barnett and no other manufacturer, foreign or domestic.

Barnett's K22 and C22 friction materials both have an even greater tolerance for heat than ever before to ensure the rider an even more consistent, fade-free clutch performance and maximum power transfer to the rear wheel. A superior upgrade to O.E. friction



plates, Barnett clutch plates are made in-house and in the USA to strict quality control standards.



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BGZ Series AGM batteries - "maximum performance for big engines"



Paris-based international battery and charger specialist BS Battery has introduced its new five-model 'BGZ Series', part of the company's SLA MAX battery range. The series has been developed to meet the performance requirements and long-term reliability expected from high-powered touring motorcycles such as Harley-Davidson and Indian.

"These latest AGM generation batteries have been crafted with built-in copper nuts terminal to enhance the conductivity up to +50% compared to standard terminals and improve the maximum torque strength by up to 13 Nm.

"With taller plates designed to improve starting power, these 12V batteries offer a maximum performance to big-engine vehicles with high requirements and those that are equipped with a

number of electronic accessories," says General Manager Benjamin Sebban.

"Ready to use, 100% maintenance-free and non-spillable, these are the most powerful models in our sealed lead acid line-up."

With a starting power and capacity up to 20% higher than its standard SLA (Sealed Lead Acid) range, this new BGZ series is a premium battery choice for select V-twin, metric, ATV and UTV applications.



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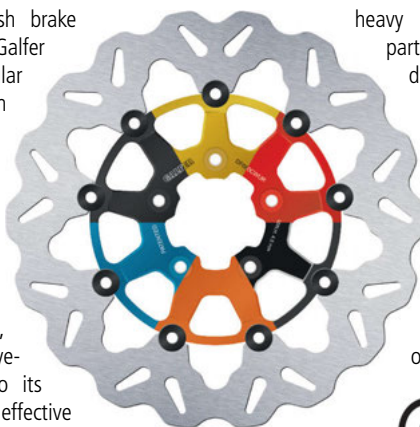
Galfer coloured brake rotors

EICMA 2023 saw Spanish brake components manufacturer Galfer add new versions of its popular 'Disc Wave' rotor designs in six colour finishes - red, blue, gold, orange, gloss black and contrasting black - for H-D, Indian and Victory applications.

By applying an innovative colour anodising treatment to the aluminium centre, Galfer has brought an eye-catching custom touch to its avant-garde, but highly effective rotor design.

Galfer USA President Sandro Milesi says that "from now on, it will no longer be necessary to sacrifice aesthetics for performance - now riders can get the best of both worlds in one great design solution."

Noted for its precise and efficient braking, Galfer Disc Wave rotors are said to dissipate more heat under



heavy braking - making them particularly effective for large displacement Touring and Cruiser use, with increased pad track area delivering improved control and braking performance.

They are available for front and rear brake applications in 292 mm and 300 mm as OE replacements and in an oversize 330 mm for the front.



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SIP series Vespa PORDOI grips

Available for 22-25 mm handlebars for practically all scooter models, these PORDOI grips from German specialist SIP are available in a wide range of colours and manufactured in a very soft, durable, high-quality rubber.

"The importance of good grips is greatly underestimated on scooters," says SIP CEO Ralf Jodl. "After all, they form the direct contact between the rider and the vehicle. When designing the SIP PORDOI grips, we wanted to move away from the impractical aluminium rings and the mainstream look, towards grips that are genuinely suitable for everyday use, stylish and, above all, ergonomically optimised for comfortable use."

Options include the iconic 'Waffle Pattern', a design element from handles of the 1950s, 1960s and 1970s. Thanks to the oval shape, the grips sit nicely in the palms of the hands and still feel good even after longer tours. "It is precisely the shape and the resulting increase in comfort that make the PORDOI grips the ideal companion whether on tours or in the city."

"Our high-quality rubber compound prevents the rubber from disintegrating or being too hard. When using bar end weights, the end of the grip can be cleanly cut off at the groove with a sharp knife. For



mounting, we recommend spraying the inside of the grips with a little brake cleaner beforehand, and then quickly sliding them onto the handlebars as it evaporates."

As a custom option, Ralf suggests combining these grips with other add-ons from the SIP PORDOI series, such as its sporty levers and mirrors.

Ever striving for authenticity, in describing the colourway options, Ralf says they "have tried to use subjective designations of light brown, brown, brown vintage, etc. for the brown tones from the RAL classic colour palette. RAL colour shades are international, can be found online or best compared with a RAL colour fan, e.g. SIP art. no. 98889900."

"But even here, there are different opinions about which brown shade corresponds best to which RAL colour shade. Nevertheless, we believe that this classification makes it easier to order accessories of the same colour shade. Because even pictures can be deceptive due to different lighting conditions and reproduction requirements."



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X.27 and X.21 modular helmets



GIVI's flip-up 2024 Touring/Adventure helmets "always offer highly attractive technical features and exceptional aesthetics", with a "well balanced price/performance ratio".

The X.27 features a visor and a bold design. It comes in five lines, with a total of 18 versions (including one for women), including a graphic version with three distinct multi-colour options, and a solid colour version in matt black monochrome. The X.27 Tourer is the most recent version, offered in graphic black/red, matt titanium/yellow, white/blue/red, and solid colour version in matt black.

The helmet weighs 1,690 +/- 50 g/1,790 +/- 50 g with a double shell and is made in Technopolymer material. The interior is removable and has removable cheek pads, optimised for use with glasses, in hypoallergenic fabric. Other features include a micrometric release strap, ECE 22R06 dual/P/J approval, a visor with an anti-scratch lens, a smoked inner visor, suitable for Pinlock Max Vision lens (included).

Ventilation is by one upper air vent and one on the chin guard and a rear extractor. Other features include a nose guard, wind deflector and flip-up chin guard. It is available in sizes from XS to XXL (Ladies from XS to M).

The X.21 model is available in two lines with a total of nine versions (also including one for women) and is best suited to road touring. Technical and other features are like on the X.27, but the Pinlock lens is not included.

Solid colours for the Evo include matt titanium and matt black and white. The Evo 'Number' comes in matt grey/black/yellow (seen here), black/white/red, blue/white/red, matt black/titanium/yellow, matt titanium/black/red and matt black/titanium/pink (women's version).

hs-motorradteile - many parts for a perfect rear conversion

Popular among dealers, Hans Schommer's Mannheim, Germany based parts and accessory specialist hs-motorradteile is well-known in the specialist trade as a supplier of motorcycle components - including a wide range of products for stylish rear conversions.

Seen here, this adjustable licence plate holder is one of many that hs-motorradteile has for almost all common makes and models.

"These extremely sturdy holders are not only functional, but also visually appealing," says Christian Buttler. "In addition to the well-known Basic version, there are now also PRO and X-Line versions, as well as sets that are available specifically for selected models."

"In addition to the holder, these sets also contain the required licence plate light and a reflector. Installation is straightforward thanks to the type-specific mounting plates - enabling a quick visual change to the rear of the motorcycle."

In addition to holders, and a wide range of licence plate lights and other accessories in various designs,



the company offers dealers access to an extensive programme from exhausts, brake and clutch levers, drivetrain components and lights to handlebars, chain guards, footrest systems and pegs, batteries and chargers, digital instruments and more.

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Oxford Products - 2024 apparel additions

British gear and apparel specialist Oxford Products continues to add to its own brand apparel range and to develop feature-rich options for a wide range of riders ...

Dakar D2D ('Dry2Dry') jacket and pants

Designed for sports-adventure riders who demand versatility from their summer gear, the Dakar's highly ventilated HD Poly outer shell and fully removable Dry2Dry waterproof lining make it ideal for those days where weather can be predictably unpredictable.

"Comfortable, moisture-free riding is ensured by the advanced breathability of Oxford's Dry2Dry technology, while Active Construction throughout allows the wearer full freedom of movement".

Available in a range of colourways, Dakar jacket features include:

- CE AA rated jacket with high density polyester outer shell, durable shoulder overlays, hidden structure and bar-tack reinforcement stitching
- Water-resistant coating and Dry2Dry active removable waterproof jacket with Active-Fit removable, waterproof/breathable liner



- Level 1 CE shoulder and elbow protectors (EN 1621-1:2012), back protector pocket, Active Construction, large mesh panels and upper arm adjustment
- Intelligent cuff adjustments, 360° reflective printing, hand warmer pockets, 'Napoleon' style chest pocket, durable mesh outer shell

Dakar 'D2D' pants features include:

- CE AA certified (EN 17092-3:2020), CE Level 1 knee and hip protectors (EN 1621-1:2012), reflective printing for night-time visibility
- Large venting HD-POLY mesh panels, removable Dry2Dry waterproof and breathable liner, DWR coating to prevent wetting out of the shell fabric
- HD-POLY high density 600 denier polyester outer shell, mesh panels - zoned away from critical impact and abrasion, bar-tack stitching to reinforce stress points
- Press stud, removable Y-shape braces with full adjustability, Active Construction Dry2Dry liner stretches with your movements, accordion stretch knee panels



Mondial Street - Dry2Dry laminate waterproof jacket

A high specification Dry2Dry laminate waterproof jacket packed with understated features. "Its design draws inspiration from outdoor and streetwear influences, resulting in a riding jacket with modern, sleek lines and a commitment to the environment.



The outer shell boasts an impressive 60% of recycled fabric, while the diamond quilted thermal liner is made entirely from 100% recycled fabric".

Similar to Oxford's feature-packed Mondial 2.0 adventure jacket, the Mondial Street shares many of its attributes - including an array of ventilation zippers, convenient side storage pockets, and the same popular 3/4 length fit. The shell fabric employs Oxford's Dry2Dry laminate waterproofing technology, which bonds the protective CE AA rated outer shell to a breathable membrane. This feature allows excess body heat to escape, ensuring year-round comfort.

Available in a range of colourways, Mondial jacket features include:

- CE AA certified (EN 17092-3:2020), Level 1 CE shoulder and elbow protectors (EN 1621-1:2012), 360° reflective printing at front, sides and back for optimal visibility on the road, back protector pocket (protector sold separately)



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- Internal YKK VISLON zip connection to any pants, and is also connectable to the Oxford belt connector for a secure protective fastening with jeans
- Dry2Dry laminate outer shell, 5,000 mm waterproof, 5,000 g/m2/24 hrs breathable, fully taped waterproof seams, SAB water-resistant centre zip with reflective zip puller, removable hood with anti-flap magnetic fastening, adjustable opening and press stud attachment to outer shell
- DirectVent forearm and chest vents with water-resistant zippers, passive rear exhaust vent underneath back yoke, removable thermal lining with diamond quilted insulation, centre front under-placket

Spartan women's jacket and pants

An entry level commuter jacket with a waterproof liner and reflective details, "this clothing offers everything needed for a comfortable, safe and weatherproofed ride with smart, understated styling as a bonus.

Available in a range of colourways, the Spartan long jacket features include:

- CE A certified (EN 17092-4:2020), CE Level 1 shoulder and elbow protectors (EN 1621-1:2012), back protector pocket, reflective chest, arm and back



- printing for night-time visibility
- Waterproof fixed membrane with taped seams, fixed thermal insulation, 600 denier polyester outer shell, bar-tack stitching to reinforce stress points, bust shaping dart at the torso for improved fit

Available in a range of colourways, Spartan women's pants features include:

- Waterproof, polyester 600D outer shell
- Waist adjustment points, leg opening adjustments, box style side pocket, fixed thermal liner, printed reflectives
- Short pant connection zip construction, hidden structure stitching, nylon bonded coats thread, bar-



tack stitching, overlays (hidden extra layers of material)

- CE Level 1 knee protectors included, whole garment CE Level A (EN 17092-4:2020)

Hamilton women's gloves

The Hamilton is a full leather construction Dry2Dry women's winter glove. Classic styling details mean this glove would match all riding categories. The

glove has a Dry2Dry waterproof gauntlet and features PrimaLoft thermal insulation. The glove is CE approved to EN13594.

Hamilton women's gloves features include:

- Level 1 KP certified (EN13594:2015), full goat leather palm construction for abrasion resistance and increased durability, leather bonded PU knuckle protector with inner EVA impact padding, reflective



finger and backhand details for night-time visibility

- Padded underlays at the palm, fingers, thumb and cuff, Amara grip overlay for control and comfort in all conditions
- Primaloft water-repellent premium insulation, Dry2Dry waterproof and breathable membrane, Oxford visor wipe helps keep the visor water droplet free, insulative layer increases heat retention
- Full leather construction with leather reinforcements, twin hook and loop cuff and wrist adjustments, accordion flex zones on fingers and backhand, elasticated wrist

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Puig Hi-Tech Parts additions

Having renewed its technical partner collaboration with the Kawasaki Racing Team (Carles Puig seen here left with KRT's Biel Roda), the new deal will see Puig continuing as a technical supplier to KRT through 2024 and 2025.

The relationship started in 2017, and Carles told IDN: "We are very happy to renew the collaboration with this dynamic and top team on the World SBK Championship. All the Puig team is excited to see Alex Lowes in action with KRT again, with his new teammate Axel Bassani alongside him on their Ninja ZX-10RRs."

Late last year, the Catalan accessory manufacturer also confirmed continuation of its MotoGP collaboration with the Repsol Honda Team for 2024.

Beam 3.0 auxiliary lights



The latest iteration of the Puig beam auxiliary light is a compact, impact resistant, high luminosity, low consumption 12V LED design with 30W consumption per spotlight. Providing a significant improvement in lighting, Puig says that they are especially beneficial on winding roads, where having a broader beam of light covering the margins of the road is appreciated. Features include a robust and lightweight aluminium housing to facilitate heat dissipation and withstand the impact of small objects. They are an 'easy install' on 25 mm diameter tubes or direct onto crash bars. They ship with all the necessary accessories, including a wiring kit and switch. Spare parts available. Model-specific application twin Beam 3.0 auxiliary light kits are available for many popular models, including the new R1300GS.

V-Tech line touring windshield

Seen here for the 2024 Yamaha NMAX 125, extra protection and improved durability are the promises with these 4 mm thick acrylic V-Tech windshields. Virtual wind tunnel developed, they have been tested for maximum efficiency and strength. The angled shape in its central and lateral section promotes air channelling, redirecting it to the lateral areas to minimise turbulence. They are available in a choice



of finishes and measure 745 mm high by 535 mm wide - that makes them +310 mm higher than the stock screen it replaces.

Hi-Tech V mirrors



Ideal for Café Racer, naked and cruiser style motorcycle owners, this latest version of Puig's popular and adjustable homologated Hi-Tech mirrors range is a versatile design that can be installed both on the upper and lower part of the handlebar end. The aerodynamic and sporty design is made to offer the least possible air resistance. Manufactured from a single block of high-quality, lightweight aluminium, features include anti-reflective convex mirror with a magnifying glass effect. Offered in a choice of anodised finishes, Puig mirrors are universal accessories, but some bikes will require a specific kit for adjustment. A wide range of mirror designs are offered by Puig, including the Hi-Tech V, Bond, Gran Tracker, MP, Monaco, Look and more.

Chain tensioners



Available in a range of colourways and seen here for Honda's Africa Twin, Puig's new range of anodised chain tensioners are CNC-machined from high-quality, high-strength, lightweight billet aluminium. Features include an effective calibration marking system.

Downforce frontal spoilers

Seen here on the 2024 Suzuki GSX-8S and designed specifically for the unique aerodynamic challenges

presented by the contemporary generation of naked, these new front spoilers boost both the aesthetics, delivering that much sought after 'race vibe' sporty and aggressive character, as well as improving aerodynamics. Developed as a direct result of Puig's MotoGP and WorldSBK experience, they have been designed in-house in Barcelona in highly resistant 3 mm thick, matt black ABS. They



have been optimised to channel the air that reaches the radiator frontally and, thanks to the race-derived and proven shapes, provide almost 2 kg of downforce on the front wheel - in turn generating an anti-wheelie effect, anti-shimmie effect (greater stability at high speeds), more poise when braking and greater stability when changing direction. They are an easy install with a provided 3 mm thick metal support fit kit.

BMW R1300GS



Always quick off the mark with universal fit recommendations and model-specific designs for the latest models, Puig can already offer dealers and their customers a huge selection of options for the latest generation of BMW's venerable ADV icon. Accessories include a range of windscreen options with improved protection and ergonomic footpeg options with replaceable rubbers (including Enduro style pegs), mirrors, lights, headlight protectors, engine guards, exhaust and swingarm protectors, upper deflectors and a wide selection of covers and additional protections options. Additionally, Puig says that it is preparing accessory kits for the needs of specific riders.

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PRO GUIDE

Technomousse takes off-road Anti Puncture System tyre mousse tech to the street

Italian specialist Technomousse is internationally known for its range of off-road tyre mousse products, featuring the company's Anti Puncture System (APS). At the heart of the technology is its use of advanced materials - tuned to varying riding conditions.

The company's 'Standard' tyre mousse is made from a compound developed especially for Enduro, Cross and Rally riding - a compound that is good for longer distances. It is Technomousse's most versatile mousse, one that is designed for riders who want performance, reliability and sensitivity in their chosen off-road riding, or all three - this compound is a genuine off-road all-rounder that withstands high temperatures and adapts to all types of terrain, guaranteeing improved resiliency and greater durability over time.

The 'Red' Series SOFT compound takes it up a level. Designed for Enduro and cross, 'Red' is a racing compound that is ideal for sports activities that require lower tyre pressures or better grip on particularly slippery terrains. It is guaranteed to provide effective and reliable control of the motorcycle under adverse weather conditions, while at the same time offering the same top performance in milder temperatures for the entire duration of a race.

Both of these 100% Italian-made compounds are cut and crumble-resistant and have no expiration date - these are three primary problems that have held back a wider acceptance and adoption of the concept of the tyre mousse.

Problems that have also dissuaded the motorcycle industry (and other sectors) of viewing the tyre mousse as the ultimate answer to what has always been one of the 'Holy Grails' of the global tyre market - puncture resistance. If only somebody could take all these off-road tyre mousse advantages and incorporate them into a road-going equivalent!

Well, the BIG NEWS is that Technomousse has now done exactly that, and after years of Research and Development, is preparing to launch a motorbike road tyre mousse in the market.

Using a compound material that is in the same E.V.A. materials family (Ethylene-Vinyl Acetate) as the one that Technomousse uses for its Enduro/MX and MTB mousse, but, as with all the mousse products it produces, one that is designed specifically for the application. In this case, that means a compound that can withstand the **high temperatures and higher speeds of a road bike.**

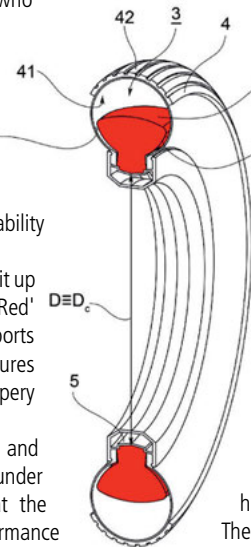
Like all the company's products, it is made by Technomousse at its headquarters in Bione, in Brescia, Italy.

At the moment, the product has not yet been homologated. It has been patented, both in terms of design and material type. The company is in the process of carrying out all the necessary tests to obtain reliability in terms of both effectiveness and



safety. Once the reliability of the product has been verified, the company will move on from the current testing phase to applying for homologation.

The primary advantage of a street tyre mousse is that it will allow riders to continue to ride for some



50 km, at low speeds, to get to a repair or replacement opportunity - much as the current generations of 'rescue' tyres and wheels do in the automotive industry.

It has been the issue of compound degradation at high temperatures that has so far stopped the tyre and wheel industry from offering a similar solution for PTW owners that sits inside the tyre permanently - thus getting around the issue of having to carry a spare.

The innovative, patented shape of the street tyre mousse that Technomousse has designed is specifically to prevent the issues of high-speed rubbing and degradation.

The melting point of E.V.A. is 90 degrees Centigrade (194 F), and such compounds typically contain between 10 to 50% acrylic, with the remainder being ethylene. Broadly speaking, there



are three different types of E.V.A. copolymer, which differ in the vinyl acetate content and the way the materials are used. The higher the VA content, the more rubber-like the E.V.A. resin is. E.V.A. is a step up from straight polyethylene, but they are both in the same family of materials.

E.V.A. is an elastomeric polymer that produces materials which are "rubber-like" in softness and flexibility. The material has good low-temperature toughness, stress-crack resistance, hot temperature resistance and resistance to UV radiation.

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Polini - ECM map options with valve springs



Polini has updated its ECM (Engine Control Module) for Vespa, Liberty 50 and ZIP four-stroke Euro 5 - "the replacement of the control unit is essential for any type of set-up," the company says.

Designed and tuned as a result of testing, trials and development by the Polini racing department, the upgrade of the control unit allows the choice between three different mappings, "giving riders the opportunity to personalise their vehicle even more."

"The addition of the valve springs inside the package allows the limiter to reach up to 10,000 engine rpm with a convincing and noticeable result in speed and an increase in performance that guarantees a more dynamic and fluid drive".

"The basic Map level 1 is the simplest assembly step, because you just remove the original control unit and connect the 'plug and play' easy-install Polini ECM. By replacing this part only, it allows an increase in the rpm limiter with the engine going from 7,500 to 8,100".

With this mapping, the odometer goes from 45 km/h to 50/53 km/h and Polini advise use of its variator (#241.737) and muffler (#190.0079) - but it is possible to use the factory Piaggio engine.

The next level Map 2 is a dealer install that takes the

performance up a level. First of all, it is necessary to change the original engine valve springs with the Polini ones included in the control unit package - these allow the engine limiter to be taken up to 10,000 rpm without valve problems.

Polini also advises the use of its variator, muffler and its improved filter box coupling (#223.0131), but it will work with the original engine. This set-up takes the speed from 45 km/h to 56/60 km/h.

To replace the springs, it is necessary to disassemble the engine, but Polini says that the move directly up to Map level 3 - specific for Vespa and Liberty 50 - can be achieved for relatively little extra cost in relation to the improved performance.

Polini says that this is the step to achieve maximum performance. The basis of this step is the 49 mm diameter cylinder kit, which brings the engine to about 80 cc (#140.0223) - with the company's long gears (#202.1424) mandatory for an optimal result.

"Even with this mapping, it is advisable to combine the variator (#241.737), the muffler (#190.0079) and the improved filter box coupling (#223.0131).

Specific for the Euro 5 four-stroke ZIP, Map 4 also takes the maximum speed to 70/75 km/h. If the work has already been done to upgrade to Map 2 then,



again, the additional cost for maximum, The basis of this step is the 49 mm diameter cylinder kit, which brings the engine to about 80 cc (#140.0223) with the long gears (#202.1429). It is also recommended to use the variator (#241.737) and muffler (#190.0079) with this mapping.



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Airoh - Aviator Ace 2 and Twist 3

Described as Airoh's "must have helmets for off-road", the ECE 2206 approved Aviator Ace 2 and Twist 3 are among its most popular helmets and have been totally renewed in the Italian manufacturer's 2024 collection.

The new helmets provide technical and feature improvements, as well as design and graphics, with ventilation systems, inner linings and head protection technologies all getting upgrades. One of the major new features, for both, is being Bluetooth communication system ready - ideal for "dirty adventure lovers", says Airoh.

The **Aviator Ace 2** is aimed at those who want a **combo helmet for off-roading and urban use**.

Compact and lightweight, its double shell is made in Composite Carbon, with features including Airoh's ASN (AIROH Sliding Net) and AEFR (AIROH Emergency Fast Release) systems.

Additional features include the DD ring retention

system, a renewed ventilation system for optimal thermoregulation, inner linings with improved breathability and comfort levels, with sponges that



Twist 3



are now designed-in to be removable from the cheek pads for easier washing and drying.

Twist 3 is Airoh's new **off-road all-rounder**. Fully wind tunnel developed, features include a double shell in HRT (High Resistant Thermoplastic) and an advanced and optimised ventilation system. It too gets the Airoh ASN system (AIROH Sliding Net), which consists of a special 3D fabric structure that reduces forces transmitted to the head in the case of impact, and its AEFR system (AIROH Emergency Fast Release).

Additional features include the introduction of side bumpers and an updated inner lining with improved breathability, and a new peak that better integrates into the outer shell design while improving aerodynamics.

Ever since he founded Airoh in 1997, Antonio Locatelli's ("Antonio's Innovative Range Of Helmets") mission has always been to "create and produce high quality helmets synonymous with safety, design and performance. Products designed to meet the needs of the world's best riders, but also for the comfort and safety of every two-wheel enthusiast - on and off-road".

Since its first championship title win in 2005, Airoh has been the brand of choice in **139 world title wins**.

In other news - the **Airoh Matryx** helmet is the winning product of the iF Design Award 2024, one of the most world-renowned design prizes.



Aviator Ace 2



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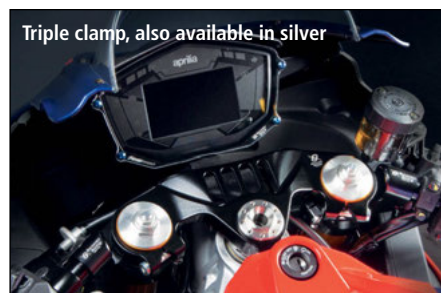
Bonamici Racing - Aprilia RS660



The Aprilia RS660 gets the 'Bonamici treatment'

At the time of writing, BMW Motorrad WorldSBK Technical Partner Bonamici Racing was already celebrating the start of what promises to be another season of track success with a pole position, two victories and a third place already in the Italian parts specialist's locker for 2024.

Bonamici has racing coded into its DNA - "our connection with racing is engraved in our values and in our history," brothers Enrico and Riccardo Bonamici told IDN. "Racing is at the roots of our history - this is not just a motto, but the lifeblood that



Triple clamp, also available in silver

flows in our veins.

"The Bonamici Racing products you see on the market are the result of relentless work, in-depth studies and tireless research on the tracks. It is there, in that whirlwind of adrenaline and competition, that our technicians find inspiration and challenge to create innovative and high-performance solutions. "Every curve faced, every acceleration, every brake -

all of this translates into valuable knowledge that we shape into our products. Every detail has been tested and perfected on the battleground of racing."

In recent months, we have featured Bonamici parts for a wide range of current production models, from the BMW S 1000 RR and Kawasaki ZX-4RR to the Yamaha MT-09 and Ducati Panigale V4.

Seen here, it's the turn of the popular, versatile and agile Aprilia RS660 to take its place in the Bonamici spotlight.

Exhaustive testing and high-quality precision CNC-machining, the Bonamici range features some of the most commonly changed and upgraded components. Model-specific options for the RS660 include rearsset kits (standard and reverse shifting), gear spacer support, choice of 'street' or 'race' top triple clamp, a four-piece engine protector set for 'street' applications and a five-piece set for 'race', a choice of raised handlebar options, brake clutch lever options, including lever kits and remote brake lever adjuster, adjustable full clutch lever and lever protection options (also in carbon), dashboard protection, 8 ml rear oil tank, engine oil cap, micrometric adjustment system chain adjuster, 'racing' grade swingarm spools and block-style mirror.

Bonamici Racing components are FIM approved, used in MotoGP, WorldSBK, EWC, MotoAmerica and even at the IOM TT, as well as most of the leading national championships and trophies.

In addition to being a BMW WorldSBK team Official Partner, it is a technical partner with a whole range of top teams from MotoGP, Moto3, WSBK, including Leopard Racing, SnipersTeam, BMW World Superbike Team RoKiT, Yamaha Racing and HRC.



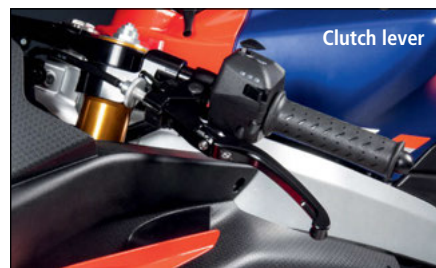
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Landport adds Braille Battery lithium range for large engine motorcycles

Dutch specialist Landport Batteries has added American manufacturer Braille Battery's latest lithium capacity batteries to suit larger engine motorcycles. There are 15 Ah, 18 Ah and 30 Ah models available.

Based in Florida, Braille is a lithium-ion battery technology manufacturer with over two decades of expertise in the motorsport, tuning and powersport sectors globally. It has a proven track record of championship wins across prestigious racing events including F1, Nascar and IndyCar, and is the preferred battery supplier for top-tier race car manufacturers worldwide.

"Our partnership with Braille Battery allows us to offer the XCEL high-capacity lithium batteries to dealers here in Europe," says Landport General Manager Marc van der Leij.

"Braille's advanced designs provide an effortless drop-in replacement for motorbikes with 1,000 cc+ engines. Engineered to handle peak current draws while maintaining optimal voltage under load, these batteries offer a remarkable weight reduction compared to lead-acid alternatives, without compromising on capacity."



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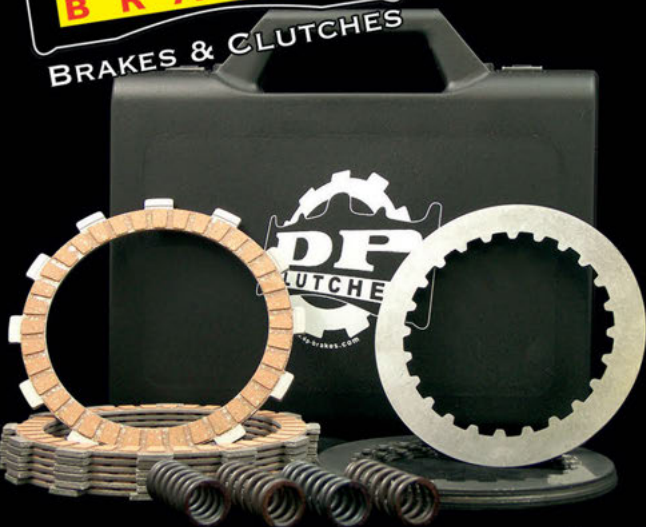
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OptiMate - "helping your customer to choose the right charger"

TecMate has created a **rider-friendly webpage** that lists the 2024 range of OptiMate battery chargers for powersport applications - designed to help the rider choose the right charger for their needs and their budget.

It arranges the OptiMate range by three levels - Easy, More and Best - according to function, popularity and the rider's battery knowledge.

The EASY Group

The **OptiMate DUO battery charger concept** has been developed for the "modern rider" who, most likely, will not know technical details of the 12V battery in their vehicle - they simply want a cost-effective battery maintenance option.

All OptiMate DUO battery chargers can charge and maintain a stored vehicle's 12V battery. More specifically, they can **automatically charge and maintain** a 12V Pb/lead-acid (flooded, VRLA, AGM & GEL) or a 12.8V/13.2V LFP Lithium (Lithium Ferrous Phosphate/LiFePO4).

All the rider has to do is connect the DUO to their 12V battery and it will automatically adapt to the battery type and take care of it.

The **Bronze series OptiMate 1 DUO** is the most popular choice, with OptiMate 2 DUO offering 2A of charge current for a faster charge. OptiMate 2 DUO is also available in a two- and four-station format.

If riders do not have AC power where their vehicles are stored, the Off-Grid series includes solar powered and DC to DC powered options. The **OptiMate SOLAR DUO 10W** is ideal for maintenance of any 12V powersport battery, with the 20W and 40W versions offering a faster charge.

The **OptiMate DC-DUO** sources power from a 12V vehicle system or separate 12V battery, ideal if the vehicle is stored in underground parking or the rider wants to charge a 12V battery on the go (e.g. powersport vehicle on trailer or at the racetrack). It can also reset the smart BMS (Battery Management System) of a LFP lithium battery.

The MORE Group

These chargers in this group are battery-chemistry specific - which enables them to apply the correct



recovery mode to bring the connected dead-flat battery safely back to life.

This group is popular with motorcycle OEMs or knowledgeable riders who prefer a battery charger that is designed for the specific battery in their vehicle.

The **Silver series OptiMate 3** can save, charge, test and maintain a 12V Pb/lead-acid (flooded, VRLA, AGM & GEL). OptiMate 3 is also available in two-station and four-station format.

The **LITHIUM series OptiMate Lithium 4s 0.8A** can reset the BMS and then save, charge, test and maintain a 12.8V/13.2V LFP (Lithium Ferrous Phosphate/LiFePO4) lithium-ion battery. It is also available as a four-station option.

The BEST Group

The **Gold series OptiMate 4 Quad programme** has all the features of the EASY and MORE group combined into a single smart battery charger, and it can maintain the battery of a **BMW motorcycle** via its **CAN bus controlled 12V socket**. This makes it the popular choice of BMW motorcycle riders and riders of other brands that prefer a single battery charger that can do it all.

OptiMate 4 Quad offers four selectable programmes to save, charge, test and maintain 12V Pb/lead-acid (flooded, VRLA, AGM & GEL) or a 12.8V/13.2V LFP

Lithium (Lithium Ferrous Phosphate/LiFePO4) battery directly, in or out of the vehicle, or charge, test and maintain via the CAN bus controlled 12V socket of BMW motorcycles.

Two models are offered, and both are identical in operation. The standard OptiMate 4 Quad programme includes a handlebar hanging hook, a set of battery clips and a separate fused battery lead harness. The OptiMate 4 Quad programme **Premium edition** also includes the SAE-to-DIN plug adapter that enables connection to the 12V power socket on BMW and Triumph motorcycles.

TecMate CEO **Martin Human** says that "no matter the choice made by the rider, all OptiMates in the line-up share features such as 'no supervision required' automatic operation, 'connect and forget' 24-7 battery maintenance and eco-friendly efficient power conversion technologies that reduce electricity usage, i.e. the rider's battery is kept in tip-top shape at the lowest cost."

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Tienen, BELGIUM
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Surflex - sintered single dry clutch plate

Italian clutch specialist Surflex' new clutch plate kit is for the Moto Guzzi V11 Sport, a model that was presented in 2001 to celebrate Moto Guzzi's 80th anniversary of the Brand.

This exclusive 100% made in Italy single disc design by Surflex has a has been developed especially for dry clutches. Features include a sintered crankset, and resistance to high temperatures and prolonged operating stress that are a found

in dry clutches.

It is also equipped with radial grooves, which soften the clutch engagement, by giving it an energy absorbing flexibility.

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Akrapovic for Suzuki V-Strom, Honda Transalp and CB750 Hornet

Three new exhaust additions here from Slovenian manufacturer Akrapovic - a new Slip-On Line (titanium) for the Suzuki V-Strom 800DE "with a dynamic design that has been specially crafted for Suzuki's latest adventure motorcycle", and two Slip-On Line designs added to its Honda collection - one each for the pair of Hondas that use the same 750 cc parallel twin - in titanium for the XL750 Transalp and carbon for the CB750 Hornet.

Constructed using race-proven materials, including high-grade titanium for the muffler outer sleeve, a stainless steel link pipe and muffler inner structure, and a carbon fibre end cap and heatshield, the slip-on for the V-Strom is then finished with "special imprints to provide an impressive visual statement.

6,000 rpm and a torque gain of +1.3 Nm at 6,100 rpm, compared to the stock exhaust.

Weight has also been reduced through the use of lightweight materials, with the EC/ECE type-approved Slip-On Line (titanium) delivering a reduction of -23.6% (1.2 kg) over stock.

Both the new Honda systems have been made "using race-proven materials" with the titanium slip-on for the XL750 Transalp featuring a black-coated outer sleeve on the muffler, a newly designed end cap and a bracket, all made from lightweight titanium. These are accompanied by a stainless steel link pipe and muffler inner structure.

Performance gains are in the in the mid and high rev ranges, with an increase in power of +0.7 kW (0.9



CB750 Hornet

(1.8 kg) compared to stock.

These EC/ECE type-approved Euro 5 systems need no remapping - they are a mod-free plug-and-play installation. Both are fully compatible with the original Honda soft panniers.



Suzuki V-Strom 800DE



AKRAPOVIC
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info@akrapovic.com
www.akrapovic.com

"The new carbon-fibre heatshield - which is included in the package - has been designed from scratch to complement the exhaust, with its shape totally covering the link pipe to help protect the passenger gear from heat".

Akrapovic says that the focus for its engineers was on the throttle response and rideability of the V-Strom 800DE, "with noticeable power gains in the mid and high rpm range. When tested on the Akrapovic in-house dyno, the Slip-On Line (titanium) produced a power increase of +1.1 kW (1.5 hp) at

hp) and a torque enhancement of +1.3 Nm - both at 5,700 rpm - when compared to a standard stock system.

For the CB750 Hornet the Slip-On Line (carbon) also focuses on power and torque gains in the mid- and high-range revs. Increases of +0.5 kW (0.7 hp) at 5,250 rpm and +0.6 Nm at 5,300 rpm have been recorded.

The use of lightweight materials reduces the weight of the Slip-On Line (titanium) exhaust by 39.8% (1.6 kg) and of the Slip-On Line (carbon) system by 45.6%



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LV-10 Black Edition - with racing DNA




Italian exhaust brand LeoVince says that "competition has always been in our DNA since 1954. We conceived the LV-10 Black Edition through the experience of collaborating with the best teams in the world championships. We have brought lightness and performance to the road to allow you to experience the true race feeling of the track".

Celebrating 70 years, and still made in Europe, the Black Edition is finished in a ceramic-based, high temperature-resistant paint on high quality AISI 304 stainless steel. "We chose this material because durability and resistance to corrosion are essential to guaranteeing the race feeling that riders seek. The deep matt black ceramic-based paint enhances the shape with a more aggressive look and delivers the best possible resistance to high temperatures and scratches".

Also made in AISI 304, the end cap has a shot-blasted finish. "Strong and tough, we have chosen it for its optimal resistance to the nitric acid that is present in the exhaust gases. The rear AISI 304 stainless steel mesh on the outlet enhances the racing spirit, and the 'voice' of the LV-10 Black

Edition is compliant but powerful, even at low revs. "The conical shape allows the high temperature-resistant packing material to expand freely inside the muffler, eliminating friction and promoting gas flow. Though developed through track and race team testing, it is also perfect for small displacement motorcycles". Additional features include reduced weight, handmade TIG welds and laser-cut logo and stainless steel bracket.

LEOVINCE
Monticello d'Alba (CN), ITALY
info@leovince.com
www.leovince.com



GPR for Honda CRF 300 L

Long established and sustainability pioneering exhaust specialist GPR Italia is now offering several exhaust system kits for 2021-2023 Honda CRF300L models - its 'Albus' (albino) series.

GPR co-owner Mauro Orlandi told IDN that "it is a finish that emphasises Italian style and elegance as being a design that delivers high performance and the kind of deeper sound that riders appreciate."

The 'Albus' series is **ISO 14021 certified** in compliance with a product cycle that meets **circular economy** parameters and is available in a fully approved version, including a model-specific link pipe design and mounting kit, offered in black or titanium finish.



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MIVV for Transalp

Italian exhaust manufacturer MIVV first launched products for the Honda Transalp back in the year 2000 - it first went on sale in 1987 and was years ahead of its time.

Honda gave it 20 years, finally withdrawing it as the XL700ABS in 2007. However, the new XL750 looks set to be a staple for many years to come - the market has changed dramatically in the past decade, and so too have the roads and traffic conditions. The concept of the "crossover" is now a well-established and growing solution, though largely because such platforms make excellent urban and long-distance highway machines these days.

Available in several finishes, MIVV now has alternative (homologated) options for those looking to change-out the stock XL750 exhaust including the two Dakar and Oval exhaust versions seen here.



Innox

The latest iteration of the Transalp (the 6th?) sees it going from V-twin to parallel twin with 21" front and 18" rear. Honda designed the lively, almost 'sporty' 755 cc engine for two comeback brands - the Hornet CB750 and the Transalp G1750.

MIVV's choice of slip-ons both deliver reduced weight, improved performance, convincing sound and winning aesthetics.

The DAKAR is offered in two finishes with high positioning, the OVAL has a choice of three finishes and standard positioning - both work with side cases.

Optional accessories include two model-specific carbon fibre heat shield designs. Plus, there is a stainless steel de-cat pipe option for competition use. The DAKAR is a project deriving from the experience acquired by the brand in the field of rally competitions. It is a simple and sturdy option, making it suitable for demanding off-road use.

The INOX version uses natural 304 steel with the addition of a special "pearled" effect, which makes it highly resistant'. The BLACK is created by painting the stainless steel body using a special ceramic-based process. The DAKAR delivers maximum power of +2.00 hp at 9,400 rpm; max torque of +2.00 Nm at 7,300 rpm and it weighs in at -1.10 kg.

The OVAL is a muffler with great attention to detail and capable of adapting to different types of motorcycles, representing the best compromise between design and performance. In the case of the TRANSALP, it adopts the standard positioning, not interfering with the possible assembly of side cases.



Oval black

Three versions are offered - the INOX has a brushed 304 steel body, natural finish, the BLACK features the 'Black Moon' effect produced by ceramic-based paint and the BLACK with carbon end cap has a brushed black satin finish obtained from a special colouring process, with the addition of a carbon end cap.

The OVAL delivers maximum power of + 1.00 hp at 9,400 rpm; max torque of +1.00 Nm at 7,300 rpm and weighs in at -2.00 kg.

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HP Corse 4-TRACK S for TRK 502X

The adventure version of Benelli's 500 cc crossover, the TRK 502 X, has the same Euro 5 in-line two-cylinder engine for a maximum power of 47.6 hp at 8,500 rpm and a peak torque at 6,000 rpm of 46 Nm.

Italian exhaust manufacturer HP Corse's Euro 5 homologated octagonal body, Euro 5 compliant 4-TRACK S is available in a choice of satin steel and black ceramicised versions.

Approved to Euro 134/2014 and 2016/1824 G

standards, features include 350 mm stainless steel jacket, hand-brushed octagonal case backs, single-outlet Rally spout, TIG-welded couplings, slip-on fitting, vibration-absorbing and reinforced frame mounting bracket.

HP CORSE by STEELFORM SRL
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SC-Project - Rally Raid Tuareg 660 slip-on and manifold kit

This 2023 race-derived Rally Raid slip-on silencer for the Aprilia Tuareg 660 "optimises the look, sound and power delivery of the Tuareg 660 in compliance with all Euro 5 regulations, plus Swiss legislation". Made in Italy by SC-Project (Cassinetta di Lugagnano, Milan), the design and volume of the silencer have been precisely calibrated and intensively tested. The outlet of the Rally Raid has a large 60 mm diameter with dB killer - the muffler and even the bracket connecting it to the frame have been designed for tough use in extreme conditions. In order to achieve perfect pressure tightness, the components of the internal exhaust gas duct are made of high-precision, lightweight, CNC-milled material.

The slip-on meets Euro 5 regulations, but for racing or enclosed track use it can be equipped with the SC-



Project race kit. For this purpose, SC-Project has additionally developed manifolds for the Tuareg 660 - a result of research, development and testing by the SC-Project Race Department, who have designed a race header kit that optimises the overall performance of the Tuareg 660.

High-quality components include bushings CNC-machined from solid titanium for reliable precision connections, which makes assembly easier and improves the performance of the exhaust system. The absence of the original catalytic converter of the Aprilia allows for a significant reduction in weight, lower operating temperatures and a rich and deep sound. SC-Project recommends ECU remapping when using the race manifolds.

The non-Euro 5 compliant kit has been optimised for use with SC-Project silencers such as the Rally Raid. It is available in ultra-light titanium or stainless steel.

SC-PROJECT
 Cassinetta di Lugagnano (MI), ITALY
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'Tourance' slip-on for Tuareg 660

This new titanium muffler with black ceramic-based paint is equipped with carbon fibre inlet and outlet bottoms and made in Italy by QD Exhaust. The inside of the silencer features two perforated barrels with separate dB killers.

The kit is complete with connecting tube, fixing bracket and heel guard in carbon fibre and everything needed for quick and easy assembly.

Like all the products in the QD Exhaust range, this exhaust is approved for road use with certification valid throughout Europe



Yoshimura for Hayabusa

Yoshimura's new carbon fibre sleeved version R-77 slip-on system for the newly redesigned 2022 Suzuki Hayabusa is a dual carbon fibre construction for a model that Yoshimura knows and understands intimately. The R-77 dual mufflers reduce weight by over 5 kg compared to stock which, of course, bumps horsepower and torque up. This system comes with left and right 5052 aluminium heatshields that are powder-coated and have the Yoshimura brand name laser-etched on each side. Developed, designed and made in the USA. Yoshimura, USA, www.yoshimura-rd.co

and covered by a special warranty programme that can be extended to 30 months by registering the service card included in the package.

"Also available is the QD ECU tuning remapping module with which you can load a dedicated map to optimise performance."

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INTERNATIONAL DEALER NEWS

This INTERNATIONAL DEALER NEWS INDEX is a complete listing of all the items in this edition. It includes all our advertisers and the product, feature and news items published this month. The INDEX will act as a quick reference guide, and will be useful when searching this and other editions either for contact details for a particular company, or for a specific item that has appeared. The INDEX appears in every edition of IDN.

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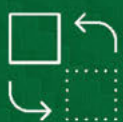
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NEWS BRIEFS

China Motorcycle Chamber of Commerce (CCCM) data show total 2023 Chinese two-wheeled motorcycle production and sales of 17.0227 million and 16.6001 million units, down 10.46% and 13.23% year-on-year. Production and sales of large displacement recreational motorcycles (over 250 cc) were 511,800 and 525,400 units, down 7.13% and 5.06% year-on-year respectively. The production and sales of three-wheeled units were 2.3936 million and 2.3905 million units, a year-on-year increase of 4.93% and 4.46%.

Registrations are open for this year's Triumph backed Distinguished Gentleman's Ride (DGR) - slated to take place simultaneously worldwide on May 19. This is the 11th year that Triumph has backed the DGR - an event devised to help raise awareness and funds for men's mental health and prostate cancer research. With 44 days to go, some 17,195 riders have already registered; www.gentlemansride.com

Italian manufacturer GPR Italia is looking for distributors in select European markets for its GPR-Tech line of ADV hard luggage options - top boxes, panniers and racks.

Honda has announced the winners of this year's customer feedback based Yūshū recognition scheme - launched to acknowledge and celebrate the top performing retailers in customer experience across Europe. Award winners include Choron Motors, Paris and Outsider Monthlery in France; Semmler GbR, Herborn, Germany; Max Moto (Piacenza) and Leopoldo Nardini (Velletri) in Italy; Garonda (Guarda) and Lousamotos (Lousa) in Portugal; Wheels Honda (Peterborough) and Miles Kingsport (Hull) in the UK and Motorcycle Center Europe at Badajoz in Spain.

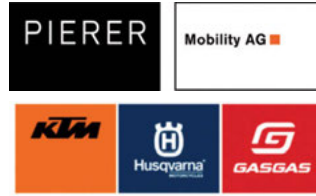
PIERER Mobility: Early takeover of majority stake in MV Agusta

PIERER Mobility AG, parent company of KTM, Husqvarna and GasGas, has increased its ownership stake in MV Agusta to give the Austrian company a 50.1% majority ownership stake in the Schiranna (Varese), Italy based manufacturer.

This represents an early increase of the first stage 25.1% investment that Pierer AG made in MV in November 2022. At that stage, it had been planned that PIERER Mobility subsidiary KTM AG would likely take a majority position in early 2026.

That call option was to be based on the annual MV Agusta Motor S.p.A. financial statements as of December 31, 2025. However, that option has now been exercised prematurely, at a purchase price for the additional 25% equity based on the MV Agusta results to the end of 2025, based on the agreed EBITDA multiple valuation method.

Meantime, PIERER Mobility had taken over the supply chain and purchasing of MV Agusta in October 2023. In addition, MV Agusta's product range also became distributed, in part, through PIERER Mobility's global sales network.



A PIERER Mobility AG executive board member, Hubert Trunkenpolz will take over as CEO and Chairman of the Board at MV Agusta. It was Hubert's uncle Hans Trunkenpolz who founded KTM in 1934.

The premature exercise of the call option means that KTM AG/PIERER Mobility AG will take over the majority ownership and industrial management of MV Agusta Motor S.p.A. immediately instead. In the medium term, an annual production volume of more than 10,000 MV Agusta premium motorcycles is planned at the site in Varese.

Hubert Trunkenpolz, member of the executive board of PIERER Mobility AG, is taking over the role of CEO and Chairman of the Board of directors from Timur Sardarov, who will continue to be available to the company as Vice Chairman, brand ambassador and consultant.

Timur Sardarov announced the news as the "successful completion of the five-year plan to revitalise" MV Agusta. The company stated that "his objective to bolster the historic Italian brand was completely fulfilled, resulting in stability and substantial advancement for the 'Made in Italy' icon.

"During this period, measures have been taken to steady the company financially and substantial improvements were made to both processes and products, while also ensuring job security in Varese".

The company statement went on to



Continues on page 8 >>>

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